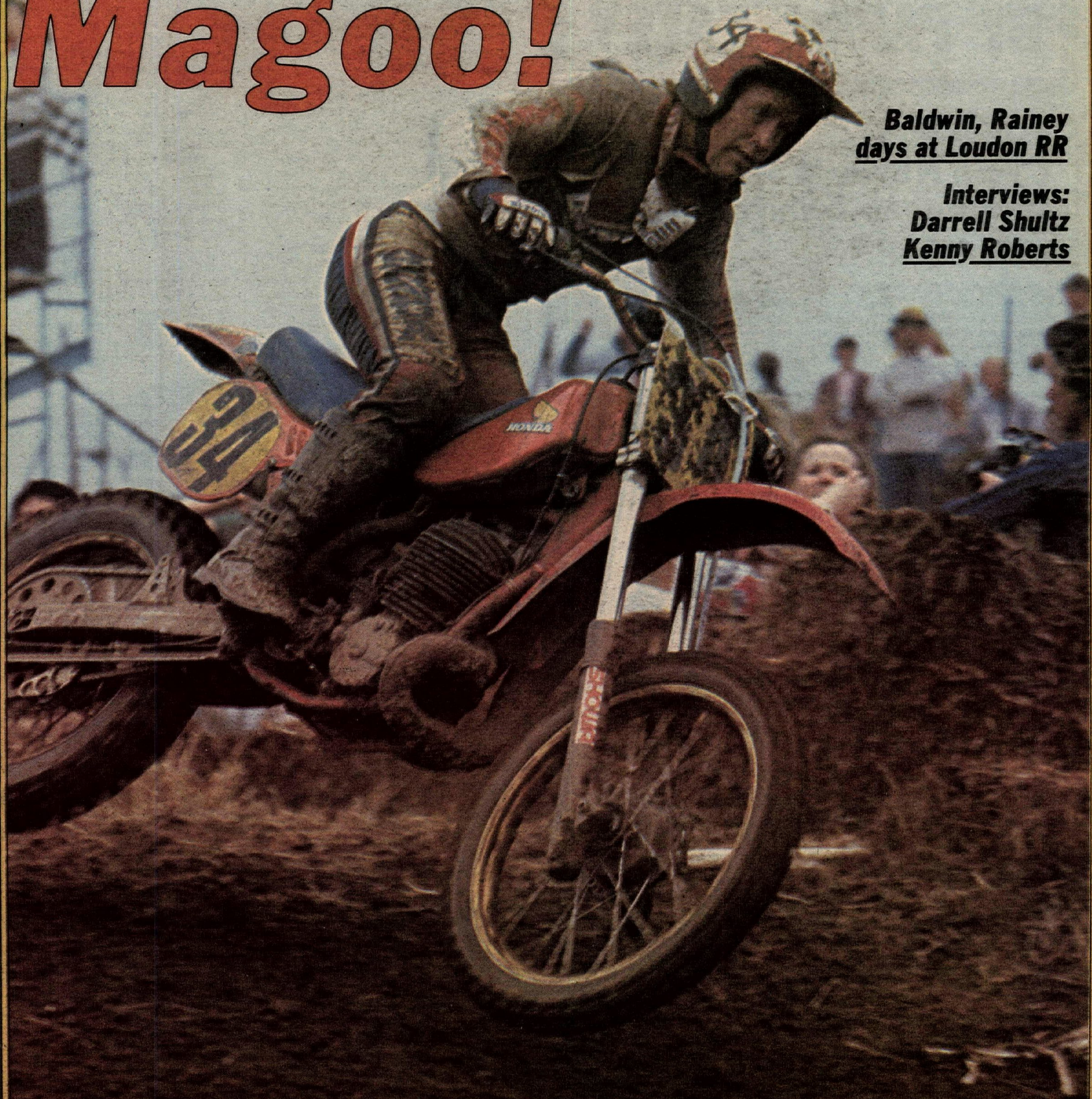
CYCLE NEWS®

WEST Volume XIX : Number 24 : June 30, 1982 85¢

USGP of Motocross:
Magoo!



Baldwin, Rainey days at Loudon RR

Interviews: Darrell Shultz Kenny Roberts

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

Darrell Shultz

Shultz talks about motocross, what having a good time means to him, making money and his ultimate goal

By Tom Mueller

"I don't know if we'll be able to make that double jump or not. It's almost 40 feet across. Hell, let's wait and see if Shultz will go for it." That's a common statement during practice at any national MX or Supercross event. He likes to lead races, take wins, make money, and have fun.

Shultz privateered his way to seventh overall on a Maico on the '79 500cc National circuit, got an ample amount of recognition, and came around riding for Suzuki in '80. Injuries kept Shultz out of the top 10 in the 500cc Nationals that year, and also hindered his Supercross performances.

Injuries again put Shultz out of a top placing in the '81 500cc Nationals, but he proved himself a winner that season by topping both rounds of the Seattle doubleheader and the Daytona Supercross. Shultz finished seventh in the Supercross Series that year.

Shultz traded in his yellow Suzuki gear for the red, white and blue Team Honda outfit he now wears, and came out charging in '82. The Daytona Supercross in March was once again his, but at the Supercross rounds in Houston Darrell once again injured his bad knee. It knocked him out of the Supercross standings, which he was leading before he was injured, and forced him to ride the 500cc Nationals after he was planning on the 250cc ranks (the 500cc Nationals start later in the year, therefore giving Shultz more time to recover).

Hindered by lack of training time, Shultz still placed fifth overall at the 500cc opener in Massachusetts. He had the speed, but once again his tender knee kept him out of a top placing.

At round two of the 500cc series in Pennsylvania Shultz took his first National win. He followed teammate Danny Chandler for second in moto one, then outran everyone in moto two for the overall win. Darrell said later his body couldn't keep the pace, but he forced himself to keep pushing. Towards the end of the race he had to support his body with his arms — his knee couldn't take the strain.

Shultz stands over six feet tall, is in exceptional physical shape (with the exception of his knee), always seems to be where the action is, and in many cases creates the action. From the motojournalist's point of view Shultz is a key source of information. While other riders seem to evade questions and hold back gossip, Shultz will put the story out front and fill you in on any hot news.

Along with being open about racing, Shultz is also open about his lifestyle. He likes fast cars, hot dates, spending money and racing motorcycles, and not necessarily in that order.

So many times racers are interviewed and all that's covered is racing. We thought we'd try a new angle this time around and let *Cycle News* readers in on a little more than just racing. We thought we'd let you know what Darrell Shultz is really like.

Let's start with a little background, Darrell. How old are you and where do you live?

I'm 24 now and I just moved down near Santa Cruz (California). I bought a house there, a brand new one, and I have a real nice place to live with a really good riding area. My brother stays with me most of the time. He races locally around Sacramento so he's gone most every weekend. I didn't move too far from home. I have relatives and a girlfriend up there that I spend a bunch of time with.

What kind of car do you drive?

I just bought a new 911 Porsche last November. As soon as I signed with Honda I had to celebrate somehow and I ran out and bought a little Honda-red Porsche. I love it, but I've been giving it a little thought lately after I got a few tickets. Maybe I could invest my money a little more wisely in the next few years.

"The main thing for me in life is fun, that's what I live for."

Do you have any other investments outside of racing?

As far as investments I have one other house that I rent out. I just can't think of anything else I'd really be interested in. I've never really had a big chunk of money yet where I have to think about it, like when you win a series and get a big bonus check and you don't want to pay it all in taxes. That's why I've been thinking about it—I'd like to pick up a big check pretty soon.

You've always been open about information, many times disclosing things your teammates hold back. Don't you worry about what your bosses at Honda will say?

I never really think that way. If it's something that should be kept secret for the good of Honda's development, of course. That's not usually a big thing because most of the time you can see what's on the bike just like everyone else. As far as salary I've been pretty open about it because if everyone finds out how much riders are making that'll drive everyone's salary up.

When I first signed with Suzuki I got more than anyone had received before, and in my first year. I told everybody what I was making, and I know Barnett and Howerton had a little run-in with Suzuki. They wouldn't sign again if they didn't get more than I was making. I don't think it can really hurt talking about money.

How did you go about selling yourself to Honda in 82?

Well, it started out last year when I started racing the 500cc Nationals with no training time at all. I went in straight off a knee operation from Houston (Supercross) the year before. I tried to go race speed, and you can't do that without practice. At Southwick (Massachusetts, the 500cc opener) all I can say is I'm faster than most guys in the sand (Shultz went 2-2 for second overall). Suzuki and everybody thought I was back up to standards, but I wasn't. I went to the next race and couldn't keep the pace and I was crashing every moto. Finally I hurt my good knee (in New York). That put me out of the rest of the Nationals, and I sat out so my knee would heal really well, and I didn't have to have an operation.

I trained really hard for the Trans-USA and came out strong and fresh. I got third overall in that series and won a moto and took a few seconds. Honda hadn't had any Supercross winners for the year and I knew they'd be hungry for a winner. Suzuki, on the other hand, had two National champs. I could have landed the same money from Suzuki, but I knew Honda wanted me a lot worse, and I've always had my eye on Honda. Ever since I was a little kid I thought Honda was the power in motocross.

Greg Arnette (of Honda's pro support team) talked to me at the first Trans-USA race. He told me to keep in touch. After a few Trans-USA rounds I was talking to Honda's team managers.

One thing that swayed me to Suzuki was Roger DeCoster, he was my hero. With Roger at Honda now, it's great. He helps out a lot. It's hard to imagine what he knows. If you take his advice it really helps.

What kind of deal did you get with Honda? It was reported you signed for $80,000 for the first year.

It wasn't quite $80,000, but close to it. I worked out a two-year contract. The one year deals at Suzuki always left me nervous. They don't remember the first races of the season, and if you got hurt near the end of the year you were out. You can win the first five races of the year and then not win another race and you won't be that hot of a property. I wanted to cover myself so I pushed for the two-year deal. Honda wasn't too hot on it because they've had some two-year guys in the past who go on vacation for a year and a half. We worked out a deal where if I'm in the top four at the end of the year my salary stays the same next year, but if I'm in the top one or two I get a raise, and that depends on the amount of bonuses I earn.

What kind of money is a winning rider at Honda looking at this year?

Honda has the biggest bonuses of anybody for a series.

HONDA
20
DUNLOP
HONDA
20
ELITE
Wrangler
20

We heard $100,000 for the Supercross title.
Yes, and with that kind of money it's going to drive the price up for all teams. When the other riders hear that they're going to want a bonus like that too. If (Donnie) Hansen hangs on and wins the Supercross Series, he's looking at as much as $300,000 this year. I don't think he has that high a salary yet because before this year he never won an overall and he didn't have that much to go on. You can bet his salary will be up there in the six figures next year. You have to win races before you can get a high salary.
You have a fighter attitude on the track, you're aggressive around girls and you seem to get what you want in public. Do you live in the same manner that you race?
That's the way it always is for me. Sometimes it's bad because I don't always think ahead far enough. The main thing for me in life is fun, that's what I live for. In everything I do I try to have the most fun that I can and to have it my way.

"I'd break every bone in my body to win a title."

Unlike some other racers, you have made friends with many people across the country while on the race circuit. Why don't you tell the *Cycle News* readers about the Australians you and Danny LaPorte befriended?
That was quite a case. Some Australians came over here for the Trans-USA of '79. They were really into motocross and were following the circuit. We'd seen them at all the tracks. At the first race they came up and were talking to us like so many kids do—they were fairly young, about 18. They had saved every nickel they had—there were three or four of them—and they bought a pick-up with a camper that barely ran for 600 bucks. They ate canned beans for breakfast, lunch and dinner and LaPorte and I started talking about changing their diet. We thought they wouldn't be around that long otherwise. We took 'em to a restaurant and bought them all a big steak dinner. I still see those guys around. One is a Suzuki mechanic at the Suzuki motocross school, and another one is a photoggrapher, I just saw him at Daytona. They like it here and decided not to go back.
Did it make you feel good helping them out?
Sure! I made some new friends if nothing else. Those guys were great, we talked for hours.
You made a bunch of friends, but two years ago you and Larry Wosick made a friend that caused you both a bunch of trouble, and it eventually cost Wosick his ride with Kawasaki.
We met this guy in Atlanta, he was pretty funny and kept us rollin' for hours with his Steve Martin imitations and stuff. We hung around him quite a bit because he was a real crack-up. He told us he was in a rock band, and I never had any reason to doubt him. He wanted to come to the Sears Point (California) Trans-USA race, and he got out there and he was short on money so I lent him 500 bucks.

He never sent me the money so when I was in Atlanta the next year I gave him a call and asked him about the money. He started feeding me a line. So Larry and I went over there—I don't know if this story should be printed or not—but anyway, we ended up wrecking his car. He ended up calling the cops and it ended up being a bad deal, we got some bad publicity out of it.
You handled it differently than Wosick. He seemed to have lost his cool and you just went and talked it over with (Mark) Blackwell (Suzuki team manager at the time).
I just sort of asked him not to tell the Japanese. He told me if they found out it would be big trouble, and that's what happened (to Wosick) at Kawasaki. We learned a big lesson. After that we became a lot more professional. Traveling and racing for a living isn't all good times and getting in as much trouble as you can. Sometimes it takes a hard thing like that before you learn a lesson. It taught me to stick to business. I never saw that guy again so it was a $500 lesson.
What are your views on the current recession? Has it affected you?
I really can't see it. As far as my theory goes, no matter how bad off people get concerning money they're still going to enjoy life, if nothing else. They'll buy their kid a new bike and go to the races every Sunday. There are just as many new bikes as ever, yet in the pits you hear guys talking about how they can barely afford to race. What good is life if you can't enjoy it with your family?
You are now a high dollar MX star. Has it affected who your friends are?
Not that much because I can adapt really well to any situation. I go home to Sacramento and hang around with my buddies, which isn't very often anymore because I'm training all the time. When I have time off in the winter I go back up there and fit right in and have a ball racing at local races on the weekend. We go and have pizza and beer Sunday night after the motos. I drive my Porsche up there and pile in as many guys as I can and drive it to the local races. They don't think anything about it; it's just another shiny car. Sometimes I wonder if they even remember what I do for a living they're so cool about it.

". . . if anything ever happens to me I just hope I don't have too much money in the bank. I hope it's all spent!"

How about the threat of war? Has the thought of having to quit racing and going to war ever crossed your mind?
I think of it in more drastic terms. To me, if that time ever comes, there are going to be two buttons pushed and it's all going to be over. I fly every weekend, but if I thought about a plane crashing all the time I'd be a wreck. What can you do? It's in the back of your mind, but I just figure I'm going to have as much fun as I can 24 hours a day, and if anything ever happens to me I just hope I don't have too much money in the bank. I hope it's all spent!
Some top riders, such as Mark Barnett, enjoy that time of year when they can kick back and party a bit. How much do you party? Is it possible for a winning rider today to take time off from training to party?
It depends on if you want to win the first races of the season or not. The last two years I haven't partied, and I've been really strong at the beginning of the year. Before that I'd take a week, maybe even a month, after the Trans-USA and be at (Lake) Tahoe all the time with beer flowing out my ears! I really can't do it anymore because it's getting harder and harder to train with my bad knee. It takes a lot longer to get in top shape. I may not ride for a month, but I don't get out of shape anymore the way you do from drinking beer. I may have two or three beers after a local race, but as far as full-on partyin' for a month straight I couldn't do it again.
You've had four knee operations, all on the same knee. By now you must realize you can't keep getting hurt and remain competitive.
No, I can't. I jammed my knee once this season and once last season, and both times it was the worst time it could be at—in the middle of a series when I was leading. It's bound to happen once a year, you're bound to plant that leg in the wrong spot and you're going to sprain it.

"I've never been scared of anything before, and I don't plan to start now."

How long can you stay on top as a National rider?
I feel like four more years would be tops. At worst it could be the end of this contract. I think I have enough speed that I can stay as fast or faster than anybody as long as I keep riding a motorcycle. It all depends if I can stay uninjured. I'm going to get a knee brace now which might be able to help the situation a bit. I'll probably be done at the end of '84.
After an injury you can come back and win at any given race. How do you stay on top mentally after suffering constant setbacks?
Most top riders have a lot of confidence. I know all these guys are good, and some are remarkable, but I always figure that on sheer speed alone I can beat anybody. If I can practice two or three weeks before a race and I'm still in good shape I figure I can beat anybody. If the track is rough enough I know I can win because most of the guys aren't strong enough to go that fast. I know, it's a fact.
Aren't you scared of being hurt again?
No, I've never really been afraid of anything and I don't plan on starting now. I've already been hurt so many times I can't even count 'em. I have a pretty good list of injuries: I've had four operations on my bad knee, two injuries to my good knee, a separated shoulder, a broken sternum, torn ligaments in my ankle, a sprained neck at least three times, a sprained back, a broken wrist, a broken finger, and a few other things, and they were all separate injuries. The way I used to ride it was pretty much one a week, depending on how good of an endo I did.
That's it Darrell. Anything you'd like to add?
I'm real happy about the way things are going with Honda. They're even better than I thought they'd be. I think I made the right move, and I hope to finish my career on Honda. I'm going to put in another two or three seasons, and I want to win a title worse than anything else in the world. To me, everything I've done would be worth it if I took a title. I'd break every bone in my body to win a title. If I take that title, then I could rest. If I finish my career with just wins, then it would seem like nothing. I wouldn't have met my goal. That's honestly the only thing I care about in life. •

TEN YEARS AGO

Harley-Davidson-mounted **Cal Rayborn** was the class of the field as he won the 125-mile road race National at Indianapolis Raceway Park. **Yvon DuHamel** (Kaw) had the early lead, but ignition troubles dropped him back to 20th, and he really had to charge back to finish second ahead of **Gene Romero** (Tri). The Junior/Expert race saw **Kel Carruthers** defeat **Ron Pierce** in a Yamaha-dominated battle, while the Kawasakis of **James Deehan** and **Jerry Greene** finished 1-2 in the Junior race. Florida's **John Long** bested **Ted Henter** in the Novice race.

Brad Lackey (CZ) was the Open class winner in an AMA Pro motocross at Lake Tahoe, CA. Following his wake were **Gary Chaplin** (Mai), **Robert Brown** (Hus) and **Rich Thorwaldson** (Suz). In the 250cc class works Yamahas paced the race, with **Gary Jones** topping **Jimmy Weinert** for the overall win. **Rex Staten** was third on a CZ.

Ray Pickrell, Phil Read and **Giacomo Agostini** were among the winners at the annual Isle of Man TT. However, the 38-mile race course claimed its 99th fatality, **Gilberto Parlotti,** a close friend of Agostini's.

In an AMA Pro TT at Clackamas, OR, **Chuck Joyner** edged out Trophy Dash winner **Randy Scott** for the Expert main event victory. In the Junior class **Steve Baker** won both the TD and the main.

Gary Scott was the Expert winner in the annual Charity Newsies half mile at Dayton, OH. **Mike Johnson** was the Junior winner, while **Steve Morehead** did in the Novices.

Forty-year-old **Art Knapp** (Hus) captured his first overall win in the desert, taking the Rim Runners hare scrambles. Second overall went to **Jim Fishback** (CZ).

Webco, Inc. announced the appointment of **Winston Beaumont** as its advertising manager.

Bill Payne (Mai) took both the 250 and 500cc classes at a CMC Ascot motocross. **Bob Messer** and **Tim Hart** finished 2-3 in the former event, while Hart pulled a runner-up spot in the latter. In the 125cc Experts it was Husky-mounted **Bruce Baron** topping the Puch of **Jeff Wright.**

Gus Lauer won the Scratch main in a speedway race at Cal-Expo Fairgrounds in Sacramento, CA. The Handicap main saw **Jerry Baugh** and **Carl Cranke** finish 1-2.

Duance Spence, Mike VanLienden, Jim Foley and **Ted Davidson** were the Expert class victors in a scrambles at Hayward, CA. **Steve Eklund** turned in a 250cc Junior victory at the same race.

It was announced that **Sylvain Geboers** and **Joel Roberts** would ride the Inter-AMA motocross series round scheduled for the floor of the Los Angeles Coliseum. •

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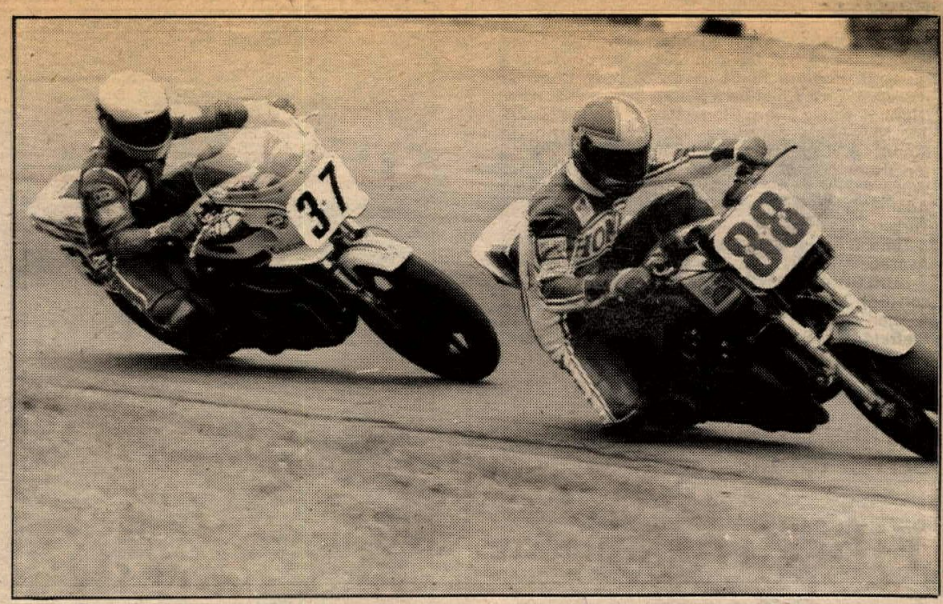

(Left) Superbike winner Wayne Rainey (60) goes through traffic. (Above) Third place Thad Wolff trails Roberto Pietri, who finished fifth. (Below) Lawson, Susan Callicutt, Rainey, Larry Maiers and Wolff in winner's circle.

(Continued from page 10)

Results

FORMULA ONE: 1. Mike Baldwin (Hon); 2. Eddie Lawson (Kaw); 3. Wayne Rainey (Kaw); 4. Steve Wise (Hon); 5. John Bettencourt (Yam); 6. Dale Singleton (Yam); 7. Frank McTaggart (Yam); 8. Miles Baldwin (Yam); 9. Jeff Umrysz (Yam); 10. Steve Gervais (Yam); 11. Mark Homchick (Yam); 12. Rich Chambers (Yam); 13. Thad Wolff (Yam); 14. Doug Brauneck (Yam); 15. Dave Schlosser (Yam); 16. Jeff Heino (Suz); 17. Greg Smrz (Yam); 18. Harry Cone (Yam); 19. Harry Klinzmann (Kaw); 20. Jimmy Filice (Yam).
Time: 54 min., 19.250 secs.
Average speed: 83.062 mph.

U.S. ROAD RACING CHAMPIONSHIP FORMULA ONE POINT STANDINGS: 1. Eddie Lawson (32); 2. Mike Baldwin (31); 3. Steve Wise (30); 4. Dale Singleton (23); 5. Wayne Rainey (22); 6. (TIE) John Bettencourt/Nick Richichi (18); 8. Freddie Spencer (16); 9. (TIE) Miles Baldwin/Steve Gervais/Mark Homchick (14).

AMA GRAND NATIONAL CHAMPIONSHIP/WINSTON PRO SERIES POINT STANDINGS: 1. Ricky Graham (123); 2. Jay Springsteen (99); 3. Scott Parker (80); 4. Terry Poovey (76); 5. Randy Goss (66); 6. Alex Jorgensen (64); 7. Gary Scott (63); 8. Steve Morehead (51); 9. Mike Kidd (45); 10. (TIE) Steve Eklund/Steve Wise (43); 12. Eddie Lawson (42); 13. Ted Boody (36); 14. Tim Mertens (34); 15. Wayne Rainey (33); 16. Bubba Shobert (32); 17. Mike Baldwin (31); 18. Scott Pearson (23); 19. Mickey Fay (21); 20. Wes Cooley (20).

AMA Superbike Championship Series: Round 5

Rainey surprise winner

LOUDON, NH, JUNE 19

"I can't believe I won, I just can't believe I won," said Wayne Rainey over and over again to himself and everyone around him after his Superbike victory. In fact, Rainey was still disbelieving the next morning, saying he found it a bit hard to sleep that night because he was so excited.

Rainey led his Team Kawasaki/-Kerker teammate Eddie Lawson to winner's circle in the Bell Helmets sponsored event with Team Escargot Suzuki rider Thad Wolff making up the threesome in the champagne spraying contest. It was Rainey's second win in as many appearances at Bryar Motorsport Park. Last year he was the Novice victor.

Rolling home in fourth was Wes Cooley while Roberto Pietri took fifth. They were Suzuki and Honda mounted, respectively.

Lawson was a bit disappointed with his performance. "I knew from nearly the first lap on that my choice of a front tire compound was wrong. There wasn't anything I could do so I just set about to collect all the points I could to hold onto my series lead."

"Third place was a gift, I know that," said privateer Wolff afterwards. "I'll take it. This makes up for some of the bad luck that has been coming my way lately."

Lady Luck did not smile on Honda's Steve Wise or Mike Baldwin who both would've probably figured in the outcome. Wise crashed while challenging for the lead just past the halfway point. Baldwin, contending with fading front brakes, also crashed while lying second with just over one lap to run.

"I started having to pump the front brakes about seven laps from the end. I thought things would be alright, but going into turn eight on the next to last lap the lever came right to the handlebar grip. I knew I was going to crash."

Lawson and Rainey still hold the top two spots in the Superbike Championship standings at 85 to 69 with Cooley and Wolff at 49 and 47 points, respectively.

Baldwin led the drag race into turn one at the start of the 32 lap, 51 mile final. Baldwin, who had cruised home the winner in the first heat race, had plenty of company from Wise, Lawson and pole sitter Rainey, who won the faster second heat.

By lap three the race had settled into a pattern with the front four tight and then a gap to Cooley. Farther back in a pack of three came Pietri, Wolff and Harry Klinzmann. By lap four the front runners were already lapping traffic.

Rainey moved up into contention on lap five and passed Baldwin for the lead in the final turn before the start/finish line beginning lap six.

On lap eight, Rainey opened up a two second lead on Wise with Baldwin and Lawson trailing closely. Cooley had dropped back.

There was plenty of action for sixth place as Wolff and Klinzmann kept close company ahead of a battle involving Pietri and Rich Chambers.

The short 1.6 mile, 10 turn course and the quickness of the factory bikes kept the leaders moving quickly through slower traffic, ofttimes using sheer horsepower to avoid a collision. Rainey, now three seconds ahead of Wise, couldn't shake him and as the race moved towards the halfway mark, Wise began to eat away at Rainey's advantage bit by bit. Baldwin and Lawson were equidistant behind the front runners. Cooley, slowed by traffic was now feeling the advances of Wolff with Klinzmann right on his tail.

At the halfway flags, Wise had closed to within a few bikelengths of Rainey and Baldwin was creeping up also. It was a clear lap for the top three with no traffic in front.

Wise put a strong charge on Rainey as the two began lap 18. They had lapped up to 12th place by that time. Wise's ride came to a halt two turns later as he went down in turn two. Wise was quickly up, but his bike was too damaged to go on.

The crash by Wise gave Rainey a six second advantage over Baldwin with Lawson another five seconds back.

Rainey kept the gas on to maintain his pace and six second interval. Baldwin appeared to be still pushing while Lawson was waiting for Baldwin to make some mistakes so he could close the gap. Cooley, was way, way back in fourth, being stalked by Wolff.

Klinzmann held a good distance over Dan Chivington with Pietri and Chambers next. Rainey was soon in position to lap Chambers and leave only eight riders on the same lap.

On lap 23 Wolff moved past Cooley and Rainey lapped Chambers. On the next lap, Rainey lapped Pietri.

Two laps later Klinzmann moved past Cooley also and the three — Wolff, Klinzmann and Cooley — established a close moving trio. In quick succession Klinzmann lost his chain and Chivington had his gas line come loose. Unnoticed in all the lapped riders and Rainey's lapping of nearly everybody was the ride of New Englander Joey Osowski who rolled home in sixth. His Team Eagle Racing leathers and blue and white Kawasaki were winners in the best appearing category.

"I guess it was my typical race," said Osowski. "I started about 20th and worked my way up. Nothing fancy, just plain determination."

On the next to last lap, Baldwin crashed in the sharp left hander at turn eight and was out of the race, moving Wolff up to a place in winner's circle.

Rainey raised a fist to his pits as he came around to take the checkered flag and then saluted the crowd as he crossed the finish line. •

Results

SUPERBIKE: 1. Wayne Rainey (Kaw); 2. Eddie Lawson (Kaw); 3. Thad Wolff (Suz); 4. Wes Cooley (Suz); 5. Roberto Pietri (Hon); 6. Joey Osowski (Kaw); 7. Rich Chambers (Kaw); 8. Norm Smyser (Hon); 9. Rusty Sharp (Hon): 10. Dan Nolan (Kaw); 11. Mike Baldwin (Hon); 12. Harry Klinzmann (Kaw); 13. Michael Casey (Kaw); 14. Dan Chivington (Hon): 15. Ed Mullineaux (Kaw); 16. Luther Wilke (Hon); 17. Mark Rivard (Hon); 18. Jimmy Adamo (Duc); 19. Omer Norton (Suz); 20. Andrew Turkstra (Kaw).

Time: 37 min, 26.255 secs.
Average speed: 82.060 mph.

SUPERBIKE POINT STANDINGS: 1. Eddie Lawson (85); 2. Wayne Rainey (69); 3. Wes Cooley (49); 4. Thad Wolff (47); 5. Mike Baldwin (46); 6. Roberto Pietri (44); 7. Steve Wise (42); 8. (TIE) Rich Chambers/Harry Klinzmann (29); 10. Rusty Sharp.

Formula Two Championship Series: Round 5

Filice flies to victory

LOUDON, NH, JUNE 20

Yamaha's Jimmy Filice took command on the third of 32 laps to post an easy victory in the 51 mile Formula Two event. Fred Merkel and Mark Homchick filled out the tickets to winner's circle while Rhys Howard and Sam Mc Donald rounded out the top five.

"It feels good to win," said Filice. "Actually it was an easy race. Traffic posed a problem, but I think I used it to my advantage."

"A few more laps and I might have been able to make a difference," said Merkel. "Jimmy got a lot of breaks from the slower riders."

Homchick, who spent most of his race in third, was satisfied, although he "would've liked to have been in that number one position."

Accidents, in both the slow and fast corners on the tight track, took their toll, including Alan Labrosse who was running sixth with two laps to go.

McDonald, via his fifth place finish, continues to hold a lead in the point standings over Hugh Humble — 64 to 53.

The two wave 57 bike field was led into the first turn by Merkel with McDonald, Filice and Homchick in close pursuit. McDonald, in a slick pass entering the turn near the start/finish line, took over the lead just before the end of lap one. Merkel took the lead back with Filice then moving up to challenge and again take the point on lap three. A short distance back came Craig Morris and Humble.

By lap five, Filice had opened up a short distance on Merkel with Homchick and McDonald following. Morris sought to move up into the front four, while Humble and Don Greene also cranked up their pace.

Filice used traffic to open up a four second gap over Merkel by lap ten. Homchick was another three seconds adrift with McDonald an equal distance back. The battle for fifth raged between Greene, Howard, Alan Ward and Morris. Another war was going on for ninth between Humble, Labrosse and Nobuhiro Nakamura. Two laps later, Ward fell in turn two. He was back in action quickly and finished 13th.

Merkel had knocked a second off Filice's lead as they took the halfway flags. The two had drawn away from Homchick in third with McDonald fourth, a good distance back. Howard, who made a spectacular save after getting crossed up near the start/finish line, held fifth with Morris, Greene, Humble and Labrosse following.

Two laps later, Filice gave a look over his shoulder to see where Merkel was. He found him too close for comfort and turned the gas up, picking

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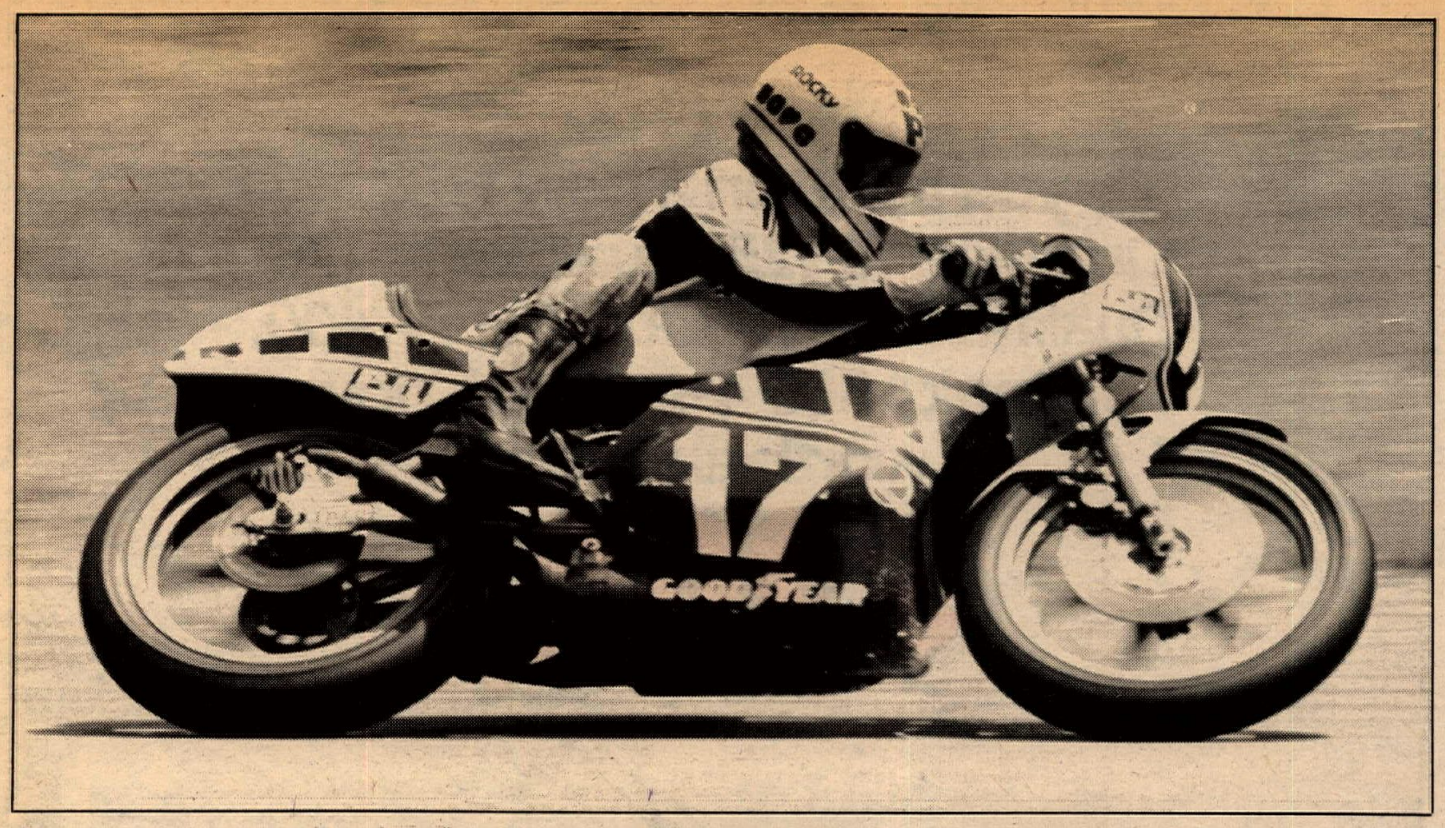
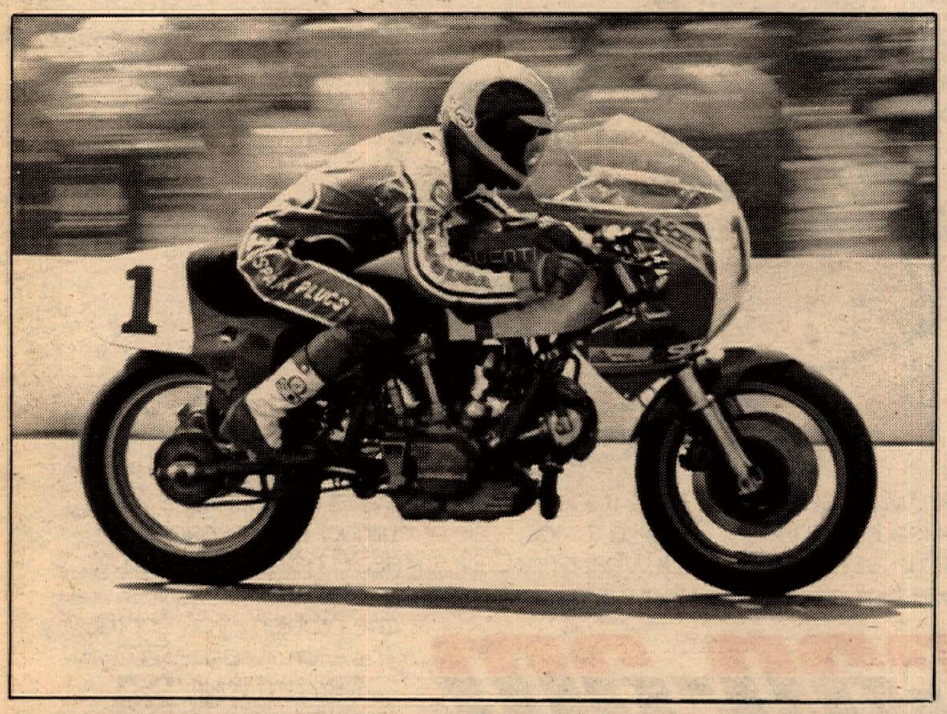
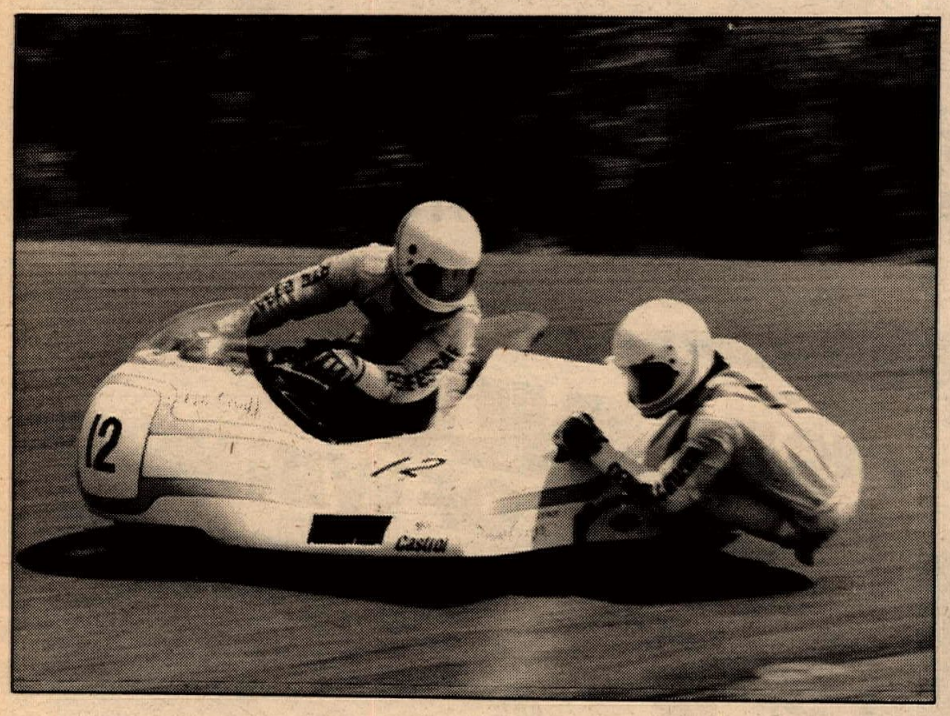




(Top) Jimmy Filice took the checkers three seconds in front of the Formula Two pack. (Above) Jimmy Adamo dominated BoTT. (Below) Peter Essaff and Dennis Crueger took the Sidecar victory.



through traffic to add two seconds to his lead.

By lap 20, McDonald had dropped off the pace, slipping to sixth. Filice kept up his strategy of putting as much traffic as possible between himself and his challengers and held a steady five second lead over Merkel.

The battle was still being waged between Humble, Labrosse, Nakamura and Green for seventh as they traded positions at will. Bryan Pacquette had also moved into the fray.

As the race rolled to a finish, Merkel seemed unable to gain on Filice who continued to use traffic to gain distance.

Filice took the checkered flag with a three second lead over Merkel, followed at a good distance by Homchick and Howard. McDonald held fifth. Labrosse crashed just before beginning the next to last lap moving Humble, Green, Morris and Gary Griffith into 6-7-8-9 with Bryan Pacquette 10th. •

Results

I. Jim Filice (Yam); 2. Fred Merkel (Yam); 3. Mark Homchick (Yam); 4. Rhys Howard (Yam); 5. Sam McDonald (Yam); 6. Hugh Humble (Yam); 7. Don Greene (Yam); 8. Craig Morris (Yam); 9. Gary Griffith (Yam); 10. Bryan Pacquette (Yam); 11. Tad Uzzle (Yam); 12. Russ Paulk (Yam); 13. Alan Ward (Yam); 14. Dave Roper (Yam); 15. Rod Crosby (Yam); 16. James Woolsey (Yam); 17. John Long (Yam); 18. Robert Miller (Yam); 19. Alan Labrosse (Yam); 20. Dennis Hayslett (Yam).
TIME: 38 min., 46.541 sec.
AVERAGE SPEED: 79.225 mph.
FORMULA TWO POINT STANDINGS: 1. Sam McDonald (64); 2. Hugh Humble (53); 3. Fred Merkel (49); 4. Craig Morris (43); 5. Mark Homchick (29); 6. Alan Labrosse (28); 7. Rich Schlachter (20); 8. Russ Paulk (19); 9. (TIE) Don Greene/John Williams (15).

Battle of the Twins

Adamo dominates

LOUDON, NH, JUNE 20

Jimmy Adamo and Malcolme Tunstall Duc-ed it out in the opening laps of the Battle of the Twins final, but when Tunstall went out with undisclosed problems, Adamo was home free. Adamo's Leoni/Castrol/Wiseco sponsored Ducati ran like clockwork on his 25 lap, 40 mile ride to victory.

"This makes up for the problems I had at Road America," said Adamo. "I was on the losing end there and Malcolme won."

Runner-up Hal Coleman was very pleased with his ride, the highest placing by a Harley-Davidson mounted rider since the series began. "What can I say? I would've liked to have won, but second isn't too bad. The tires got a bit greasy near the end and the bike was sliding a bit."

As expected, Adamo blasted into the lead on the start with Tunstall on his tail. Third evolved into a three rider battle with Coleman, Jerry Wood and Doug Lantz in close formation. Fred Hopp, fresh from the Sidecar race, was holding onto sixth overall, the first Expert Modified class rider. The top five were all GP class entrants.

Adamo had opened up a three second lead over Tunstall by lap seven. The battle for third saw Wood drop off the pace and slip to sixth, followed by Uri Bergbaum and Joey Mills.

Madison Cox went down on the front straight on the start of the ninth lap, but was up quickly.

On the 12th lap, Tunstall coasted to a halt near the start/finish line. He got off to look at his bike and after a few minutes of troubleshooting was back underway, but to no avail as the bike stopped again.

Bergbaum crashed his way out of sixth on lap 14. Lantz made a trip into the pits and was soon back underway, but he lost his second place position.

By the 17th lap, Adamo had an approximate 35 second lead over Coleman with Hopp and Wood following. Adamo's pace was such that he lapped Wood on the next go-around.

Adamo cranked off the final laps like clockwork, adding one and two seconds a lap to his lead to finish with nearly 45 seconds in hand.

Adamo raised a fist in a victory salute as he took the checkered flag. •

Results

BATTLE OF THE TWINS
GP: 1. Jimmy Adamo (Duc); 2. Hal Coleman (H-D); 3. Jerry Wood (Duc); 4. Doug Lantz (Duc); 5. Rick Swiderski (H-D).
EX MOD: 1. Fred Hopp (Duc); 2. Joey Mills (Duc); 3. Walt Schaefer (Tri); 4. John Stapleton (M-G); 5. Ron Sbordone (Duc).
AM MOD: 1. Doug Goss (Duc); 2. Chris Bannister-Brown (Duc); 3. Joe Collins (Duc); 4. Whitey Illigasch; 5. Bruce Kloepe (Duc).
STK: 1. Chris Steward (Yam); 2. Mark Mercandante (M-G); 3. Wayne Reiss (BMW); 4. Peter Brady (BMW); 5. Cliff Lucas (Yam).
Time: 24 min., 11.444 secs.
Average speed: 71.432 mph.

Sidecar

Esaff/Crueger roll to easy win

LOUDON, NH, JUNE 20

The team of Pete Esaff and Dennis Crueger collected an easy victory in the 18 lap Sidecar final by a 40 second margin over the team of Bruce Lind and Jack Hart. Ian Fillery and Brian Cellen were third.

"I love the fans here," said Esaff. "They're great and if it wasn't for them we wouldn't keep making the long trip to Loudon from California."

This marked the second straight victory for the Esaff/Crueger team and their Lindsay Enterprises/Castrol/Kawasaki of Laconia, New Hampshire sponsored Kawasaki-powered rig. The pair were also the winners of the Road America round in May.

The eight sidecar rigs that started the final were reduced to seven after the Winifred Hopp/Bill Alston Kawasaki was parked after leading the opening lap. The Bill Davidson/Pat Dunn Kawasaki rig took over the lead, holding off Esaff/Crueger, and the Yamaha powered rig of Lind/Hart.

The front running three pulled steadily away from the Fillery/Cellen Yamaha in fourth with Ronald Thorne/Bradley Fulker and their Yamaha holding down fifth.

The top three remained tight to the halfway flags with Esaff/Crueger holding the lead.

The race for the Davidson/Dunn chair ended in a big puff of smoke on lap nine when their engine expired. They were running second at the time. Esaff/Crueger moved out to a commanding lead over Lind/Hart. Fillery/Ceelen then moved into third.

The top three continued in order to the finish in an uneventful final half. •

Results

SIDECAR: 1. Pete Esaff/Dennis Crueger (Kaw); 2. Bruce Lind/Jack Hart (Yam); 3. Ian Fillery/Bruce Ceelen (Yam); 4. Ronald Thorne/Bradley Fulker (Yam); 5. George Fisher/Mark Medrud (Kaw); 6. Mark Bevans/Derek Iseman (Yam); 7. Fred Hopp/Bill Alston (Kaw).
Time: 24 min., 11.444 secs.
Average speed: 71.432 mph.

Fast Facts

Jeff Irwin

Enduro Rider

Name/nickname: **Jeff Irwin/Huey.**

Date/place of birth: **August 30, 1961/Oakland, CA.**

Height/weight: **6'2"/210 lbs.**

Occupation: **Student.**

Current residence: **San Ramon, CA.**

Girl friend's name: **Suzie Morgan.**

Daily transportation: **1976 Pontiac.**

Hobbies/relaxation: **Water skiing.**

Favorite food/drink: **Mexican food/ Mountain Dew.**

First interest in bikes: **Paid $50 for my first bike at age seven.**

First bike: **Honda Trail 50.**

Sizes/makes of current racing bikes: **Honda CR480R.**

First race/outcome: **The Bearfoot Enduro/fourth 250cc Novice.**

Most recent win: **250cc A class at the Cowbell Regional Enduro.**

Sponsors: **Honda support, JK Cycle Inn and Sierra Motorcycle Products.**

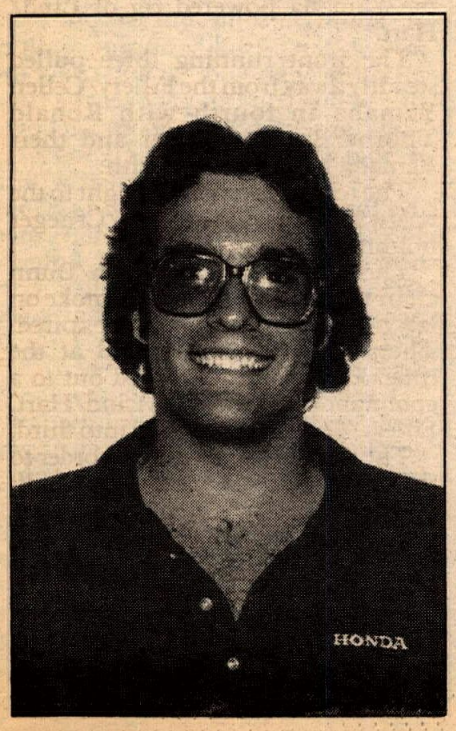
Tuner: **Self.**

Biggest gripe about racing: **None.**

Most respected rivals: **David Bertram and Jeff Henning.**

Reasons for racing: **For the fun of it!**

Future racing ambitions: **Get the District 36 number one enduro plate and an AMA AA rider classification.**



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# 2	8:30 A.M.	80cc	Inter. & Expert	30 Minutes
# 3	9:00 A.M.	Vets	(over 35)	30 Minutes
# 4	9:30 A.M.	125cc	Beg. & Novice	30 Minutes
# 5	10:15 A.M.	125cc	Inter.	45 Minutes
# 6	11:15 A.M.	125cc	Pro	1 Hour
# 7	12:15 P.M.	Motion Picture Employee & Celebrity		30 Minutes
# 8	12:45 P.M.	250cc	Beg. & Novice	30 Minutes
# 9	1:00 P.M.	250cc	Inter.	45 Minutes
#10	2:00 P.M.	250cc	Pro	1 Hour
#11	3:00 P.M.	Open	Beg. & Novice	30 Minutes
#12	3:45 P.M.	Open	Inter.	45 Minutes
#13	4:45 P.M.	Open	Pro	1 Hour

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- **B - Vets Race, 1st five finishers receive Trophies.**
- **C - Dead Engine "Banner Drop" start.**
- **D - Combined classes will have a two (2) minute interval between classes. Higher class goes off first.**

(Post Entry Closes 1 hour before Scheduled Race)

RELEASE AND WAIVER OF LIABILITY AND INDEMNITY AGREEMENT - READ CAREFULLY

IN CONSIDERATION of being permitted to enter for any purpose any RESTRICTED AREA (herein defined as including but not limited to the racing surface, pit areas, infield, burn out area, approach area, shut down area, and all walkways, concessions and other areas appurtenant to any area where any activity related to the event shall take place), or being permitted to compete, officiate, observe, work for, or for any purpose participate in any way in the event, EACH OF THE UNDERSIGNED, for himself, his personal representatives, heirs, and next of kin, acknowledges, agrees and represents that he has, or will immediately upon entering any of such restricted areas, and will continuously thereafter, inspect such restricted areas and all portions thereof which he enters and with which he comes in contact, and he does further warrant that his entry upon such restricted area or areas and his participation, if any, in the event constitutes an acknowledgement that he has inspected such restricted area and that he finds and accepts the same as being safe and reasonably suited for the purpose of his use, and he further agrees and warrants that if at any time, he is in or about restricted areas and he feels anything to be unsafe, he will immediately advise the officials of such and will leave the restricted areas:

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2. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the releasees and each of them from any loss, liability, damage, or cost they may incur due to the presence of the undersigned in or upon the restricted area or in any way competing officiating, observing, or working for, or for any purpose participating in the event and whether caused by the negligence of the releasees or otherwise.

3. HEREBY ASSUMES FULL RESPONSIBILITY FOR AND RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE due to the negligence of releasees or otherwise while in or upon the restricted area and/or while competing, officiating, observing, or working for or for any purpose participating in the event.

EACH OF THE UNDERSIGNED expressly acknowledges and agrees that the activities of the event are very dangerous and involve the risk of serious injury and/or death and/or property damage. EACH OF THE UNDERSIGNED further expressly agrees that the foregoing release, waiver, and indemnity agreement is intended to be as broad and inclusive as is permitted by the law of the Province or State in which the event is conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

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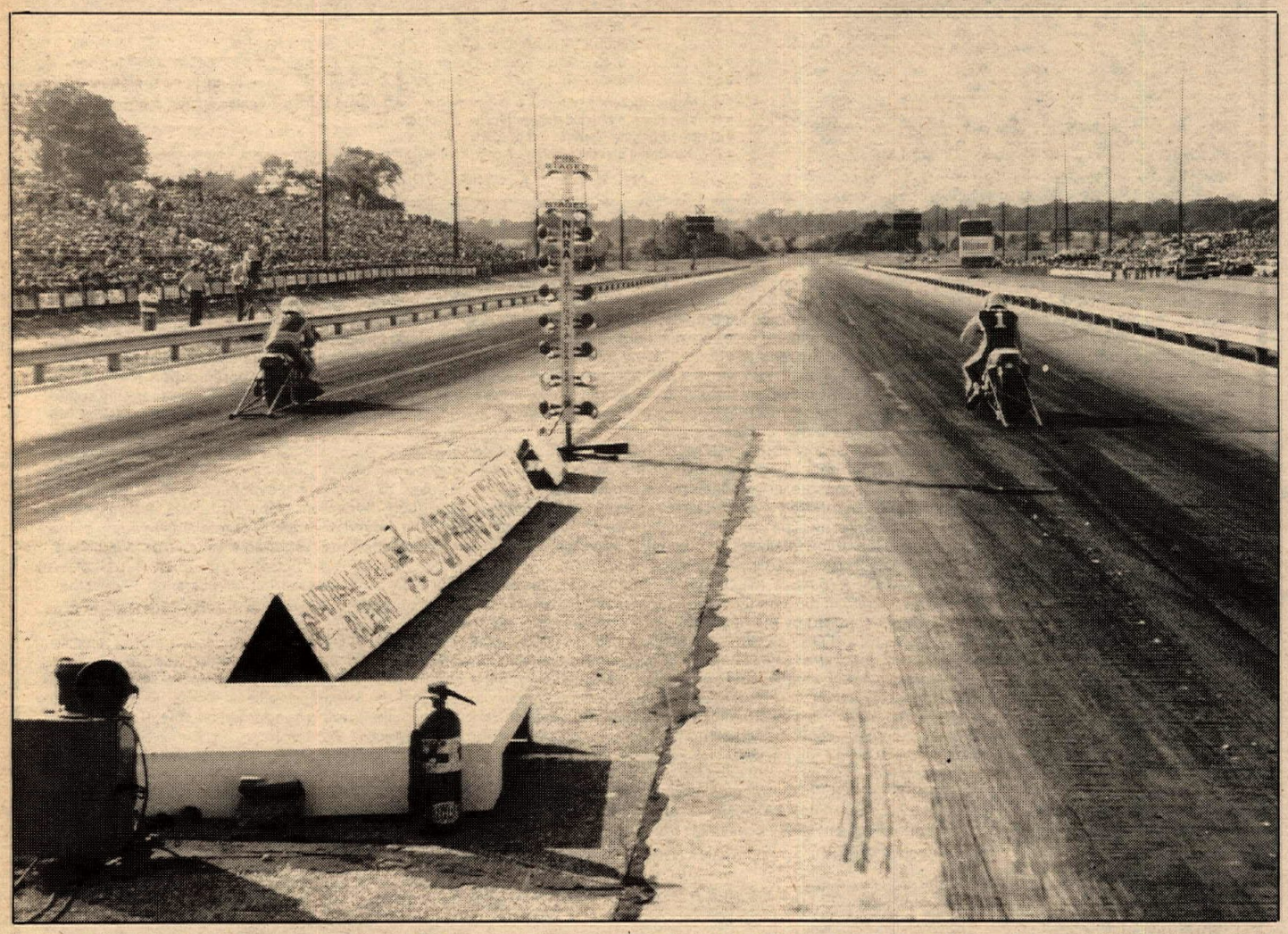

(Top) The Joe Folgore camp shows a few well-earned grins after upsetting Terry Vance in the Pro Stock final. (Above) The final round shows Folgore getting the jump on the line.

NMRA National Championship Drag Race Series: Round 4

Folgore stuns Vance at National Trails

By Bert Shepard/Silver Shutter

KIRKERSVILLE, OH, JUNE 13

"I just relaxed at the line and it worked," said an elated Joe Folgore after his Pro Stock victory over that division's dominating force in NMRA action, Terry Vance. "The only problem I had," continued Folgore, "was that I had to hit the shifter button at least four times before I got second gear." Although Folgore's 8.83 second, 149 mph run was a shade slower — timewise — than Vance's 8.80/148.51, the Colts Neck, New Jersey, rider's edge came on the start where he got the jump.

A six bike Pro Stock field was part of the National Hot Rod Association's drag racing extravaganza known as the Spring Nationals. The event is held at National Trails Raceway.

Saturday qualifications were an omen. Suzuki's Vance took the low E.T. with a 8.700 second blast. Folgore responded with his Suzuki Katana by turning top mph at 150.50.

The first elimination round Sunday had Kawasaki rider J.H. Kreider up against Vance. Vance soloed at 8.795/148.02 as Kreider's off board starter shorted and suffered a meltdown.

Folgore and Lou Cuviello were next. Cuviello was aboard John Mafaro's old Kawasaki. Nerves got the better of Cuviello as he left too soon. Folgore turned a very respectable 8.769/149.50.

The last round of the first bracket held Suzuki riders Bob Carpenter and "Pizza John" Mafaro. Mafaro's shifting problems between fourth and fifth gear prevailed as he yielded to Carpenter.

Between rounds, Vance's tuner Byron Hines put some speed back into the set-up. "We gated well, but it was slow," said Vance. Teammates Folgore and Carpenter took plug checks and left things pretty much alone. An unhappy Carpenter said, "Both engines, mine and Folgore's, are about the same, but this one has a miss I can't find." Engine builder Mike Sheehan said, "It must have the flu." "But you can get over the flu," said Carpenter. "If it doesn't get over it, that engine is out for good!"

The second round started with a bye for Vance. His very strong 8.754/147.78 was important as it earned him lane choice for the final. Folgore and Carpenter fired and staged. Carpenter almost red lighted, but saved it. In the process, however, Folgore disappeared with a 8.973/148.51.

Vance put Folgore in the tower lane for the final. "As we shifted into second I saw him and I knew it was over. I can't believe it -- I thought I had a good start!" said Vance.

Folgore's crew of Bob and Holly Carpenter, Mike Sheehan, Steve Russo and J.J. Jones were ecstatic. Sheehan said it all. "At least now we can call Suzuki for some parts!" Cypro Engineering, MTC, Tsubaki, NGK, MRE, Bates and Watson Fiberglass all received credit for their assistance. ●

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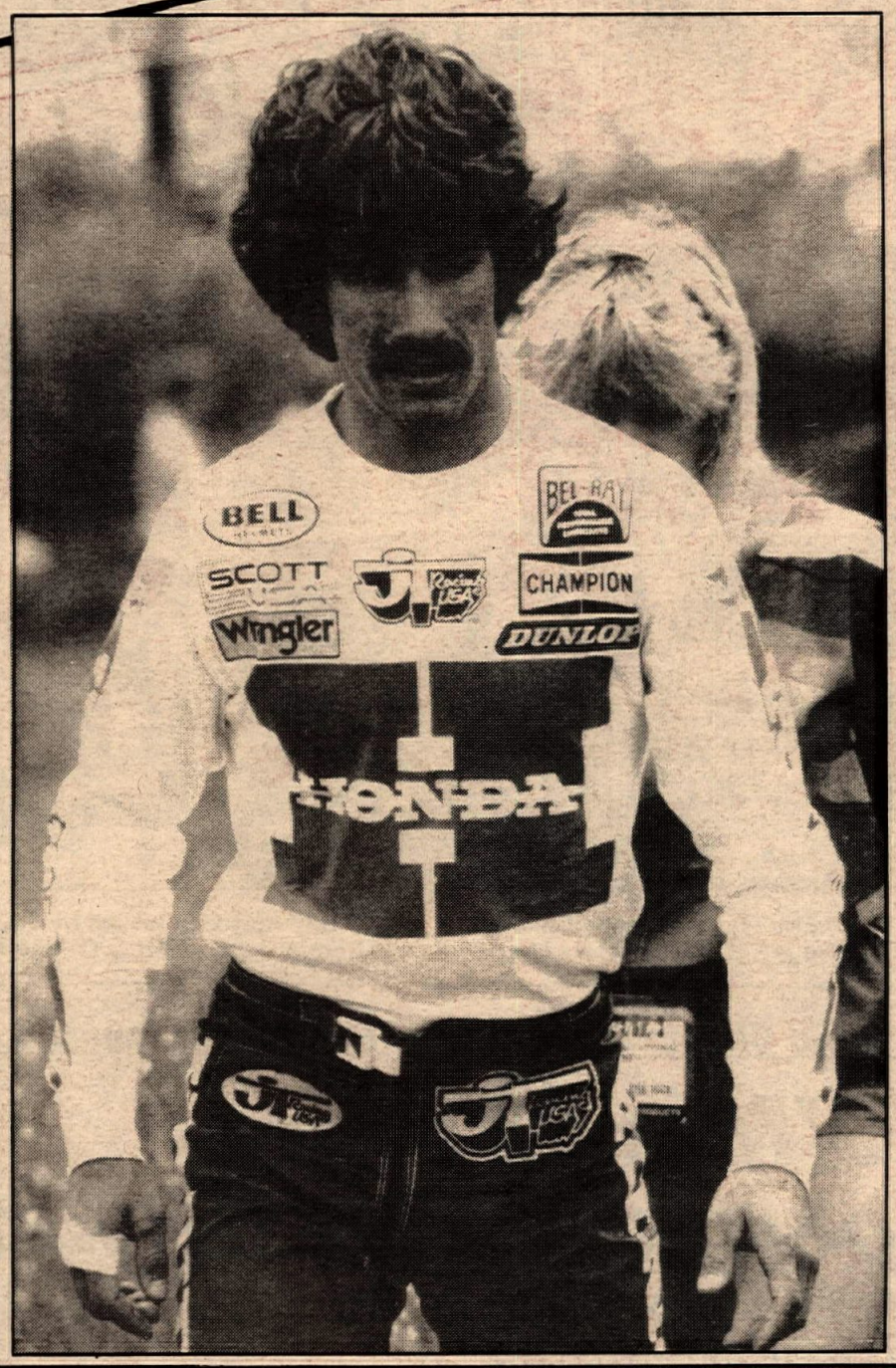

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And all those at American Honda that made this championship possible
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Lisa Hansen my wonderful wife

Special Note:
None of this could have been possible without the expertise of my mechanic, Brian Lunniss.

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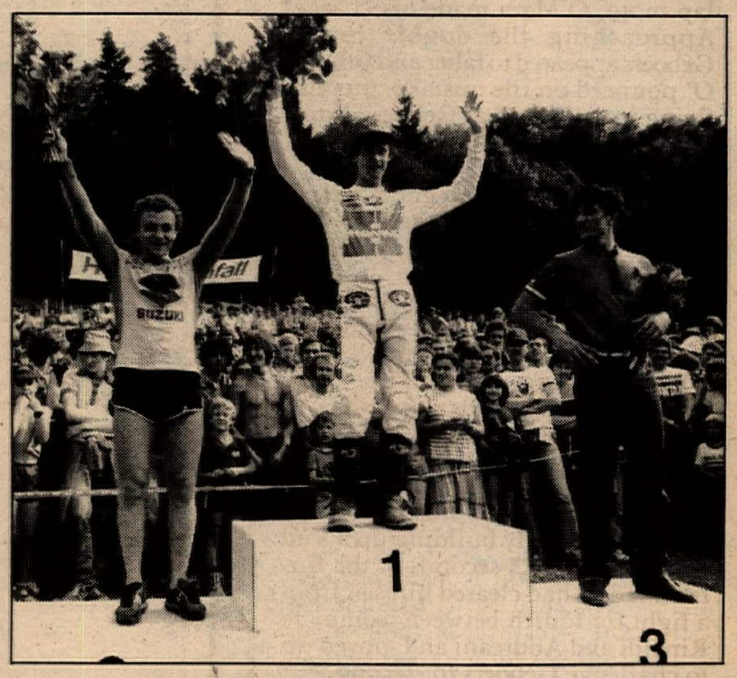

(Top) Eric Geboers leads the start of the second moto, followed by Johnny O'Mara (71) and Corrado Maddii (8). (Above left) O'Mara stalks Harry Everts. (Above right) Johnny O' in winner's circle with Geboers and Maddii.

World Championship 125cc MX Series: Round 6

O'Mara snares perfect Swiss GP win

By Henny Ray Abrams

FRAUENFELD, SWITZERLAND, JUNE 6

The "Johnny O' Show" proved to be double trouble for 125cc GP riders as Honda's Johnny O'Mara streaked to a 1-1 score to take the Swiss round of the 125cc World Championships. O'Mara moved past some early competition in both motos and easily outran the field on his Jim Felt prepared RC 125 works machine. It was his first return to Europe since his team wins in the Motocross and Trophee des Nations and the small, but enthusiastic crowd was on his side all the way.

"He was the fastest rider out there today," said Suzuki's Erik Geboers, who finished behind O'Mara in both motos to take second overall. Third overall with a pair of three's was Italy's Corrado Maddii on the Gilera.

Geboers moved to within five points (112-107) of leader Marc Velkeneers in the race for the world title. Velkeneers had an off day with seventh place finishes in both races. World Champion Harry Everts of Team Suzuki didn't fare much better with a 4-8 day that saw him lose ground in the title chase to three other riders. With his win, O'Mara moved into eighth in the standings.

First Moto

After topping the supplementary qualifying to make the field, Johnny O' qualified fourth for the spots on the starting gate. The gate fell and as the 40 riders reached the first turn at the end of the 100 yard straight, Everts was in the lead followed by a pack made up of O'Mara, Geboers, Roland Diepold, Maddii and Holland's Johnny Ponjee. Velkeneers gated poorly and was away 32nd.

O'Mara didn't wait long and on the third lap he scooped under Everts in the first hairpin, gassed the throttle and was off to the races. Everts dropped back to third as fellow Belgian Geboers got by also, with Maddii a comfortable fourth ahead of the Japanese 125cc champ, Honda's Yohifumi Sugio, who looked a little out of control.

Once out front, O'Mara started to put ground between himself and Geboers. The two of them were jumping a double-jump on the back part of the course in one leap, with most riders preferring to take them one at a time.

It was one of the few jumps on the smooth 1.4 mile course of which O'Mara was clearly the master.

"There's no technique to it. You just hold it wide open all the way around. It's not very rough and except for the back part of the course there aren't many jumps," said O'Mara. "I had some trouble passing guys since it's not like The States where they know me and move over."

He backed off on the final lap and finished four seconds ahead of Geboers. Geboers in turn had 48 seconds on Maddii, who managed to pull some distance on Everts. Gilera's Michele Rinaldi inherited fifth when Sugio did a spectacular endo on a steep downhill, opening a gash in his head that took six stitches to close. Sixth and seventh went to Yamaha teamsters Jacky Vimond and Velkeneers.

Second Moto

Showers overnight kept the dust down for the first moto, but the sun came out for the second moto, kicking the dust up as the pack funneled through the first turn. This time Geboers was out front with O'Mara again second. Maddii, Vimont and Rinaldi were close behind with KTM's Guiseppe Andreani joining the lead pack. Everts was in 11th with Velkeneers getting another poor start even further back.

Geboers could take the overall if he took the second moto, and he and Johnny O' took their duel away from the field as Vimont passed Maddii for third, with Velkeneers moving up to challenge Everts in the top ten. Geboers seemed to be pulling out a small lead, but knew the pressure was always there.

"On some parts of the course he was faster and on other parts I was faster. I seemed to make up time on the back part of the course," said Geboers.

As the clock moved up to the half hour mark of the 45 minute plus two lap moto, O'Mara made his charge. Approaching the double jumps Geboers appeared to falter and Johnny O' pounced on the mistake, literally flying into the lead as Geboers didn't have the momentum to take both jumps at once.

"I got in a hole and got sideways and didn't have enough speed to clear both jumps, and he flew over me," said Geboers.

"I saw him get a little squirrelly coming out of that turn and just gassed it over the jumps," said O'Mara. "I knew it would be close after practice yesterday and today I thought I could win."

Once past Geboers there was no stopping him. With the 7,000 strong crowd clearly on his side he ran out the clock, quickly building up a lead that would be 23 seconds at the finish. Maddii had cleared himself from a fight for fourth between teammate Rinaldi and Andreani and moved up to challenge Geboers for second, but fell a few seconds short at the flag. Rinaldi got the better of Andreani for fourth with Vimond and Velkeneers again finishing six-seven. Everts fell back to eighth when his shock failed 20 minutes before the end of the race.

"I'd like to come over here and race the World Championships, but my main priority right now is winning the 125cc title in The States," said O'Mara as his pit area was deluged by journalists and fans.

Standing away from the crowd was Honda's Roger DeCoster, who organized O'Mara's trip and in whose house in Tremelo, Belgium, O'Mara and Felt were staying. O'Mara had arrived a few days before to visit and train with former Honda teammate Danny LaPorte, who lives close to DeCoster (while O'Mara was winning in Switzerland LaPorte was in Corseul, France, winning his first 250cc GP).

After recognizing DeCoster, a fan came up and offered him a drink of champagne. "I didn't win today, Johnny did. But since he's busy in there I'll drink it for him," said DeCoster. "Danke." ●

Results

OVERALL: 1. Johnny O'Mara (USA - Hon); 2. Eric Geboers (Belgium - Suz); 3. Corrado Maddii (Italy - Gil); 4. Michele Rinaldi (Italy - Gil); 5. Jacky Vimont (France - Yam); 6. Harry Everts (Belgium - Suz); 7. Guiseppe Andreani (Italy - KTM); 8. Marc Velkeneers (Belgium - Yam); 9. Gert-Jan Van Doorn (Holland - Suz); 10. Janning Kervella (France - KTM).

1st MOTO: 1. O'Mara; 2. Geboers; 3. Maddii; 4. Everts; 5. Rinaldi; 6. Vimont; 7. Velkeneers; 8. Andreani; 9. Yoshifumi Sugio (Japan - Hon); 10. Akira Watanabe (Japan - Suz).

2nd MOTO: 1. O'Mara; 2. Geboers; 3. Maddii; 4. Rinaldi; 5. Andreani; 6. Vimont; 7. Velkeneers; 8. Everts; 9. Yuri Khudiakov (USSR - Cag); 10. Van Doorn.

WORLD CHAMPIONSHIP POINT STANDINGS: 1. Velkeneers (112); 2. Geboers (107); 3. Rinaldi (97); 4. Maddii (96); 5. Everts (84); 6. Watanabe (57); 7. Sugio (35); 8. O'Mara (30); 9. (TIE) Andreani/Vimont (28).

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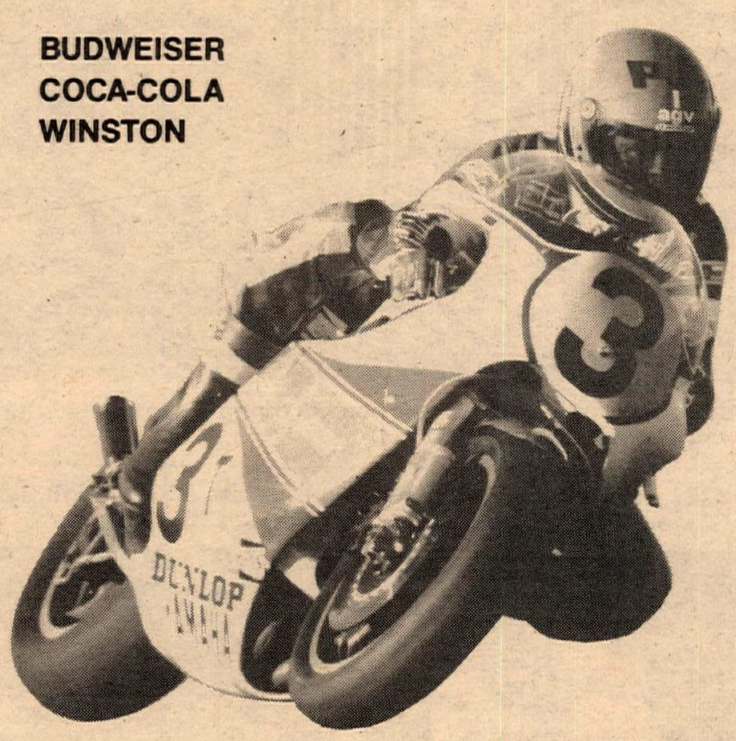

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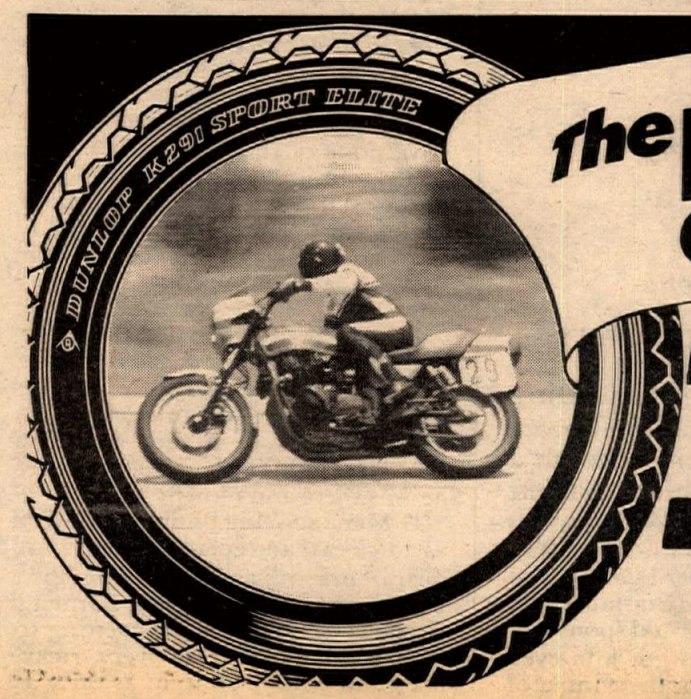

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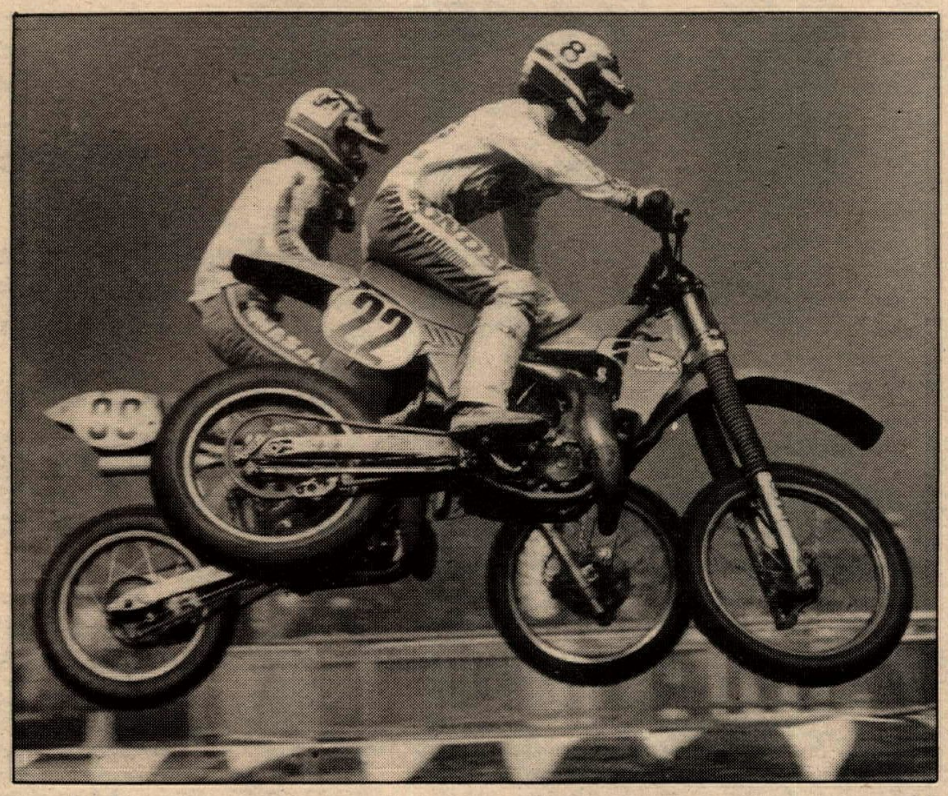
Mark Barnett had enough time to practice his flying lessons — without a plane — on the way to the win.

Jim Gibson (22) and Rob Hodgson (99) demonstrate a bit of high flying acrobatics. Gibson finished second, Hodgson was 12th.



CMA/Molson Supercross Series: Round 1

Barnett claims Toronto win

By Marc Lachapelle

TORONTO, CANADA, MAY 28

Mark Barnett, the defending U.S. Supercross champ, showed why he won his crown with a display of riding ability that left his competition in CNE Stadium wondering what had hit them. Barnett's decisive win over Honda's Jim Gibson must have had a taste of sweet revenge for the U.S. Suzuki sponsored rider. It more or less got him even with Johnny O'Mara, the winner of the 1981 event. This year's Canadian Championship round was watched by a record 38,971 fans.

Last year, Johnny O' had been able to fend off an ever-charging Barnett in the Toronto final, thanks, at least in part, to the narrowness of the track. This particular character of the CNE Stadium layout had put a lapped rider in front of Barnett just as he was setting up to pass O'Mara on the last lap.

This year, "Bomber" Barnett would have none of that. He and O'Mara easily took qualifying round wins. Barnett started the final a little behind the leading O'Mara and his RC250AF. He was third by the half point in that first lap, and second only moments later.

Barnett then proceeded to reel in the blond Californian, at the same time putting more and more pressure on him. "I didn't have time and didn't feel the need to glance over my shoulder," said O'Mara later. "I knew he was there and moving up."

O'Mara, moving on the track with as much ease and energy as he did last year in practice and qualifying, then started showing signs that Barnett's presence behind him was getting to him. He bobbled in the very tricky, six-giant-whoop straight as early as the third lap. Barnett moved closer still, riding extremely well and confidently, the opposite of O'Mara at this point.

Barnett, now within striking distance, knew his main opponent in the 125cc National Championship chase was affected by the way Mark was dogging him around the course. Halfway through the 20 lap final Barnett's determination paid off. As he was moving up to lap a slower rider, O'Mara and the rider bumped when the slower rider decided he couldn't jump the section. O'Mara stalled his engine.

It was more than enough to let Barnett fly by as the new leader. After coming back to racing speed, O'Mara misjudged a section of the long series of sharp whoops and fell. He was stopped for some 15 seconds as Jim Gibson, who held third since the start of the final, darted by to grab second place.

O'Mara got going once more, and cruised to a third-place finish. He crossed the line ahead of Suzuki Canada's Ross Pederson, who had experienced problems with the treacherous whoop section.

There were a total of ten American riders in the 20 rider field with Suzuki's pro support rider Clint Hardick taking fifth and Honda pro support rider Jeff Surwall placing seventh.

"It's simple," said O'Mara after the race, "I blew it." He was more than a bit dejected.

Gibson, who followed Barnett to the finish said, "I knew Mark was out front although I could never get close enough to see him. If you can't get an idea of how far someone is in front of you it's hard to tell if you have a chance to catch them."

Barnett was all smiles after accepting $3,000 for winning. •

Results

1. Mark Barnett (Suz); 2. Jim Gibson (Hon); 3. Johnny O'Mara (Hon); 4. Ross Pederson (Suz); 5. Clint Hardick (Suz); 6. Mike Harnden (Yam); 7. Jeff Surwall (Hon): 8. Zoli Berenyi Jr. (Yam); 9. Marty Smith (Hon); 11. Tim Krogh (Hon); 11. Doug Hoover (Yam); 12. Rob Hodgson (Kaw); 13. Alan Logue (Hon); 14. Serge Gregoire (Yam); 15. John Savitski (Suz); 16. Dave McGregor (Yam); 17. Mark Garrison (Suz); 18. Terry Hofoss (Yam); 19. Jim Wolfenbarger (Mai); 20. Buddy Ford (Yam).

CMA/Molson Supercross Series: Round 2

Montreal bagged by Barnett

By Marc Lachapelle

MONTREAL, CANADA, JUNE 5

Mark Barnett, the defending U.S. Supercross Champion, has never been topped in Montreal's Olympic Stadium. This year, he won his third straight SuperMotocross by more than 11 seconds over Honda's Jim Gibson, in front of a record 55,700 spectators.

This brought the Alabama-based, Illinois-born superstar $4,000 out of a $24,200 total purse. Barnett's sponsor, Suzuki, was quick to double that amount as an added bonus to its top rider. The win, obviously, was no surprise to all present. After coming out on top after a race-long bout with Broc Glover two years ago, Barnett last year thoroughly dominated the event.

Fresh from Supercross wins in Kansas City and Toronto, "Bomber" came to one of his favorite hunting

grounds with full confidence. The day before the event, after blasting around the track, Barnett took his helmet off and said, "I have this track wired."

Barnett was pleased by the new track layout and even more by the surface after having ridden a very slick, clay-based track last year.

As for the opposition, it was led again this year by Jim Gibson, who crossed the line in front of veteran Marty Smith, who was making a comeback to Supercross on a production Honda CR250R provided by the importer in Canada. Smith finished mere seconds ahead of Canadian Supercross and Motocross Champion Ross Pederson, also mounted on a production machine, a RM250 Full-Floater provided by Suzuki Canada.

Pederson stalled his engine on the first lap and rode like a man possessed to finally challenge smooth-riding Smith for several laps, but to no avail. The Alberta rider was the last rider to avoid being lapped by the event's three-time winner.

Montealers were highly disappointed at not seeing Johnny O'Mara ride in Olympic Stadium this year. A firm entry had been sent on behalf of the team Honda rider and everybody was eager to see him challenge Barnett, as he has so skillfully done in the past two editions of the Toronto Supercross event.

Final

Mark Barnett made his intentions clear at the start of the 20 lap final. Halfway into the first lap he already held a sizeable lead over Gibson, Smith, Hofoss, Lamp, McIntosh, Harnden, Krogh, Mann and Savitski. By lap two, Barnett had six seconds on Gibson, a lead he could not stretch before half-race.

"I started going through traffic very early in the race," said Barnett, "and I was very careful in passing other riders. In fact, I probably got only two clean breaks during the whole final. It's funny, in Canadian events lapped riders seem to come in large bunches on the track!"

Gibson had his own problems in the last half of the final. "At some point I started sweating a lot. It's very humid here. That covered the inside of my goggles with beads of sweat so I was more or less seeing double out there. I pulled off my goggles and when I was signaled that Mark (Barnett) was way out front, I decided to play it safe in that traffic and land a second place like I did here last year."

As for Smith, he was riding very consistently in third. By lap eight, Pederson was aiming at Smith's rear fender. The Canadian champ had stalled his engine after bumpig into another rider halfway into the first lap. He got going again and charged through the pack, attacking all the way but not being able to pass Smith before the wire.

"I rode like an idiot," said Pederson. "That's the way I feel right now, but I had little choice. I wanted third real bad and that made me get into the whoops and double jumps too fast. I didn't have the right rhythm for Supercross riding, and that kills you in a stadium race."

Still, the 21-year-old repeated as Canadian Supercross champ with his second fourth place finish in as many weeks. Hofoss, twice Canadian 125cc champ, was a surprise fifth place finisher after taking an excellent start in the final. •

Results

1. Mark Barnett (Suz); 2. Jim Gibson (Hon); 3. Marty Smith (Hon); 4. Ross Pederson (Suz); 5. Terry Hofoss (Yam); 6. John Savitski (Suz); 7. Mike Harnden (Yam); 8. Tim Krogh (Hon); 9. Steve Burdette (Suz); 10. Jari Heinonen (Yam); 11. Jeff Surwall (Hon); 12. Rob Hodgson (Kaw); 13. Alan Logue (Hon): 14. Zoli Berenyi, Jr. (Hon): 15. Mike McIntosh (Yam); 16. Buddy Ford (Yam); 17. Mario DuHamel (Kaw); 18. Robert Mann (Yam); 19. Dave McGregor (Yam); 20. Pat Bastedo (Hon).

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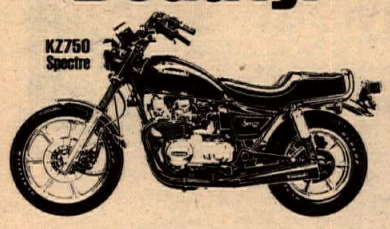

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Interview: Kenny Roberts

V-4 to title four?

By Dale Brown

1982 may go down in the history books as the year America ruled the world, at least in the sport of motorcycling. Three-time World 500cc Road Racing Champion Kenny Roberts is tied for the points lead in his quest for a fourth title, Brad Lackey is leading the 500cc MXGP points, and Bruce Penhall is a solid favorite to repeat as World Speedway Champion. Add to that the fact that Danny LaPorte is only two points out of first in the 250cc MXGP circuit, and Bernie Schreiber is a solid second in the World Observed Trials Championship with the next World round taking place on home turf in northern California.

But Roberts is unquestionably the leader of the American surge towards international dominance. He took his first title in his first year of GP competition, 1978, and he won two more before finally succumbing to an off-year with an uncompetitive machine in 1981.

Roberts stormed back to win the opening 1982 GP in Argentina, then debuted the long-rumored V-4 at Austria, where he finished third. Roberts came back to win in Spain, then finished fourth with tire troubles in the Italian round.

With a break between the Italian GP and an international race at Donnington Park the week before the GP schedule resumes, Roberts flew home to northern California. We caught up to him there for a telephone interview . . .

The season to date: You've got two wins, tied for the points lead. How does this compare to seasons past?

Well, it's similar to 1980 in one respect: All I have to do is to be very consistent because Franco Uncini, whom I'm racing against, is very consistent. We started out by winning, placing good and winning and that's how 1980 started out. We won three in a row and then we placed the rest of them.

You've got a new V-4 now. How's that bike working out?

The bike has a much higher potential to win GPs. But right now the bike is not at its full potential, so depending on the race track, it could be better than the square four that I won Argentina with or not as good. But during the three weeks that we have stopped racing, they're building a new chassis along with some new engine modifications and hopefully the potential to win races will be higher when I get back. Like I said, it's a whole new configuration. There are some things that are not as easy to ride but it's very reliable for a bike that's just been built. I'm pleased with the bike. It's just that we need to keep working to make it better.

What's the primary difference between it and the square four? Top end power?

No, it has a little more acceleration. It's lighter than the square four so on top speed it's probably better. But in Spain Sheene's bike was a little better on top speed and about the same in acceleration. So depending on the racetrack and weather, it could be better or it could be not as good. In Italy I felt it was better than the square fours.

"Uncini has been going like a rocketship and in Italy there was no one who was going to beat him."

OK, along with the new bike, the new chassis, you also have new tires in the form of those massive Dunlop slicks. How are they contributing to the overall package?

Well that's one of the big differences. In the past the problems we had at the racetrack were the testing of tires. I'd have four tires mounted up, two different ones on the bike. I go out and do four laps, come in and change

tires. No matter if it was good or not, we still had to test these other tires and by the end of two days with four practice sessions, we had to make up our mind at the end of the third one which tire we were going to race on. A lot of times we didn't even know — this one's good, that one's not so good, this one's better but it may not last. We did a lot of tire testing, compounding experiments and all that stuff.

Now I run the whole practice session with the same tire and I come in and Dunlop'll say, "Well, we could go a little softer. We could try this one if you want to." We'll stick it on and it'll be a little better lap time or it may not be but it's still raceable. And I spend most of my time racing the bike and when the last practice comes around, we don't have anything to test. I just go out and ride the bike. If I want to try something on the bike I can but the tires are just there; they're no problem.

"The (V-4) has a much higher potential to win GPs. But right now the bike is not at its full potential."

Now as to whether they're better than Michelin at a particular race track: In Spain we were as good, probably better, and in Italy, Michelin had a little edge on us. But that's going to happen no matter what. If I were running Michelin it would be the same.

Dunlop's building new tires. We have a whole new series of compounds, new construction and profiles. But we don't have 30 tires to test. We have new profiles and new compounds but there's Randy Mamola, Kork Ballington, and Marc Fontain, testing tires too, so it's not like one guy has to test all these tires. We can test eight different tires in one practice session where before I could only test three. We have a new 16-inch front tire that will be on the race track. I had been using 18" fronts with a new mold that they'd made for me at the beginning of the year. And it is just now perfected. The first time it hit the race track was Spain and we won so I used it in Italy and it will probably be one of the back-up tires in the case the 16" doesn't come out perfect.

To change the subject from what works to what doesn't, what happened at Nogaro? Why did the race have to be boycotted?

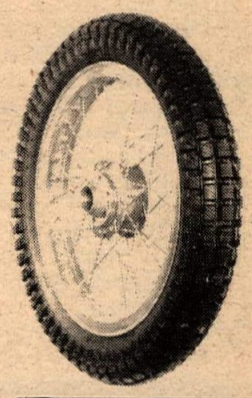
Well, a series of things happened. The last time we ran there was four years ago and it was rough. The paddock was too small and the race track was too rough so, of course, it didn't get run on again.

All of a sudden last year there was talk of running Nogaro again and the president of the road racing committee, Brenni, asked the top riders in September, if they wanted to run at Nogaro. The French want to run at Nogaro. We said absolutely not. Well, he got outvoted at Congress and they voted to run Nogaro. He told them at that time that the top riders said that Nogaro was too rough. They outvoted him and said, "It's fine, there's been some resurfacing done, the paddock has been fixed."

When we heard they had approved Nogaro, I phoned Franco Uncini.

(Continued to page 34)

THE DATE: June 12, 1982
THE PLACE: Long Beach Mem. Stadium
THE EVENT: American Speedway Finals
THE WINNERS: #1 Dennis Sigalos
#2 Shawn Moran
#3 Kelly Moran
THE TIRES: #1 CARLISLE RAS
#2 CARLISLE RAS
#3 CARLISLE RAS



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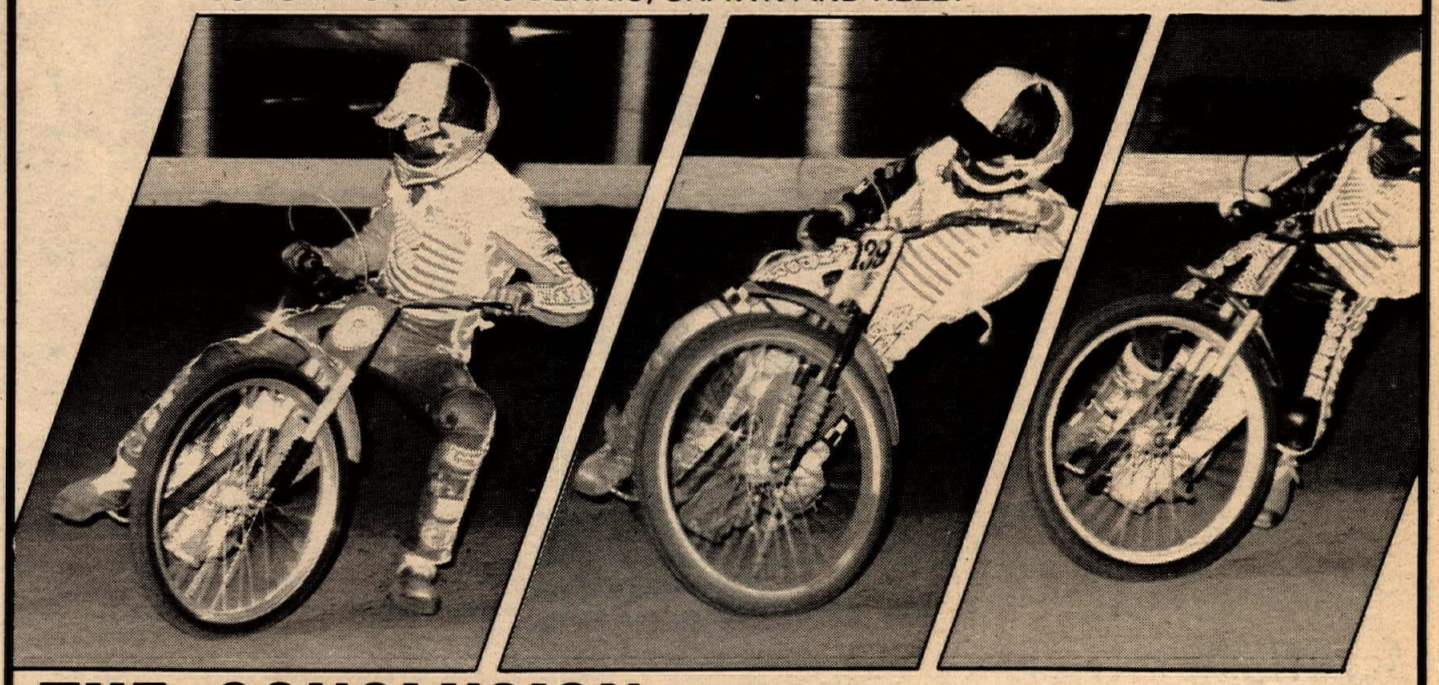

THE CONCLUSION: WINNERS RIDE CARLISLES

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Cycle News/West announces T-shirt slogan contest

LONG BEACH, CA, JUNE 21
Prior to producing a new line of T-shirts for the western edition of America's weekly motorcycle newspaper, Cycle News, Inc. will be holding a contest to allow its readers to select a new slogan epitomizing the spirit of western U.S. motorcyclists.

***Cycle News* publisher Sharon Clayton, in announcing the contest, said, "The Best Go West is fine as far as it goes. But we'd like to address those who are already here, and in fact, we'd like them to participate fully in that."**

The creator of the winning slogan will receive $25, plus the first T-shirt produced with the new slogan. The runner-up will receive $10 and a T-shirt, and 10 honorable mentions will receive a T-shirt and an MX Cat Comic Book.

Please send those slogan suggestions to Cycle News T-shirt Contest, P.O. Box 498, Long Beach, CA 90801-0498. Deadline for the contest is July 31, 1982, and all entries become the property of Cycle News, Inc.

Suzuki's Erik Geboers took the lead in the 125cc World Championship Series point standings with a win in the June 20 round in Czechoslovakia. Geboers went 1-2 for the win, besting the 5-1 of Yamaha's Marc Velkeneers. With five rounds to go, Geboers leads Velkeneers by one, 134-133.

America's Bernie Schreiber won the June 20 round of the World Observed Trials Championship, held at McClean Creek, Alberta, Canada. Schreiber was trailed in the results by Frenchman Thierry Michaud, points leader Eddy Lejeune and Charles Coutard.

Accel, the sponsors of the Winston Pro Series National at Loudon, presented winner Mike Baldwin with a 125cc Yamaha Tri-Moto. Team Honda's Baldwin proceeded to give it a thorough workout amid razzing like "don't bring that yellow thing into the Honda pits."

Franco Uncini (Suz) topped Kenny Roberts (Yam) in the 500cc class at an international road race at England's Donington Park on June 20.

The June 19-20 AMA-Dragbike! National Championship round at Oklahoma's Tulsa International Raceway saw Sam Wills (Kaw) take the Top Fuel win with a scorching 7.61 second/187 mph run after Dave Covey (Kaw) broke. Vicki Farr (Kaw) won Pro Dragster over Pete Rogers (H-D). Don Plesser (Kaw) topped the Pro Stock ranks.

Wayne Rainey, the Superbike race winner at Loudon, called his parents in California to tell them about his success. He was jazzed, they were jazzed. So much so, his parents called him back to see if someone wasn't playing a joke on them.

Sparky Edmonston, Rainey's tuner on Team Kawasaki, was showing everyone a decal he had put on the tail section of the bike at Daytona. It shows a shark with the words "Honda for lunch bunch."

HosPITal STOP: 500cc World Champion MXer Andre Malherbe was treated for a broken right fibula (smaller bone) in his lower right leg at Tri-City Hospital in Oceanside, California, after his first moto crash at the Carlsbad USGP. Malherbe was released the same day and immediately returned to Belgium to see his personal physician. Cards and letters can be went to Malherbe at Rue Long-Thier 17, 5200 Huy, Belgium.

Five-time World Champion MXer Roger DeCoster, who coordinates much of Team Honda's MX activities in America, may spend more time in Europe in '83. "There's no truth to the rumors that I'm returning (to Europe) for good," said DeCoster, "but I may spend more time on the GP circuit next year. I still have to coordinate much of that with the Japanese."

Honda is looking at inserting a valve in the exhaust pipe of their works MXers which would constantly alter the flow of the pipe and offer optimum low, middle and top end power over the entire rpm range.

AMA 125cc National class rider Jeff Ward received an entry for the Carlsbad USGP. AMA regulations state that a rider may only enter the USGP which correlates with the National class the rider is entered in, but an exception will be made in '82. "Since the 125cc USGP has been cancelled 125cc National riders will have the option to enter one of the other USGPs," said Kawasaki's Ward. "I found out some of the other 125cc National riders were entered in the Unadilla 250cc USGP, so I got an entry at Carlsbad."

Mike Baldwin's win in the Formula One race at Loudon marked his first victory since he and David Aldana won the Suzuka (Japan) World Championship Endurance Road Racing Series round last July. This was Baldwin's second National win, the first came at Pennsylvania's Pocono International Raceway in 1978.

"Honda asked me if I'd like to try some road racing and I said yes," said dirt tracker Scott Pearson at Loudon. "I'm just here to practice and get the feel of the bike. I'm looking toward the future."

It was announced at Loudon that an AMA Pro-Am road race meet has been scheduled for Sept. 25-26 at West Palm Beach, Florida's Moroso Motorsport Park. There will be championship series rounds for both Superbike and Formula Two. The series' final rounds will run the following weekend at Daytona International Speedway. For more info call Henry DeGouw at 305/793-3394.

Dave Thorpe, the Kawasaki-mounted British teenager who has been a pleasant surprise in this year's 500cc World Motocross Championship, did not compete at the Datsun USGP of Motocross. Thorpe crashed during Saturday practice, injuring his back, and a tentative ride in Sunday morning practice confirmed that it would be too painful to race.

HosPITal STOP: "It's not too bad," said injured off-road racer Bob Balentine in a June 21 phone conversation. "I'm lying here in bed on my back, and my leg's all pinned and they've got a rod in there. They did a skin graft three days ago, to help cover a part of my leg that was still open." Balentine is still in Loma Linda University Hospital, Room 7304, Bed 2, Barton Rd. and Anderson, Loma Linda, CA 92350. As of presstime, Bob and wife Michele were still awaiting the first little Balentine.

The Pennzoil Film Center will soon release *Action Makers*, a mini-series of half hour TV shows taken from Pennzoil TV films. Among the episodes scheduled are two about motorcycling, entitled *Two Wheels — Alive!* and *Saddleback Superstars*. Keep an eye on local TV listings.

Following testimony delivered in April by the AMA and the National Motorcycle Commuters Association, the U.S. House of Representatives Committee on the Environment and Public Works has issued a statement declaring that motorcycles should be allowed to use High Occupancy Vehicle lanes; lanes that are now usually restricted to bus and carpool use. Although the committee recommendation has yet to be enacted by the full Congress, the committee report states, in part, "The committee recognizes that motorcycles are extremely fuel efficient, represent a viable commuting alternative, and deserve consideration in state and local commuting plans. The Secretary (of Transportation) is directed to promote commuter-oriented motorcycle use by encouraging state and local governments to make preferential carpool highway lanes available for use by motorcycles at any time that they are available for use by carpools."

Many of you are aware that Mike Kidd promotes short track and TT at his Boyd, TX, ranch. Now, he's starting off motocross promotions. Over the Fourth of July weekend, July 3-5 to be exact, Mike will be putting on his Championship of Champions, an AMA-sanctioned event at Marshall Creek, in the Dallas/Ft. Worth area. In addition to *television* coverage, it offers a $4200 purse, Progressive Pro points and five-foot trophies to Amateur riders. For more info, pick up the phone and dial 817/433-5559.

Last week's Carlsbad GP preview had a picture of Brad Lackey which was actually a file photo from last year, as some of you may have noticed. This year, Brad sports number six and is happily using the distinctive Simons upside-down forks.

HosPITal STOP: Enduro rider Kathy Herndon suffered a broken arm and a bruised hand in a crash at the June 13 Tenderfoot Enduro. She's at home testing the cast for structural rigidity, and cards and letters may be sent to 1633 Hill Dr., Los Angeles, CA 90041.

The Bureau of Land Management plans to raise recreation fees (such as the $1 per rider in organized events in the California desert) beginning Oct. 1 of this year. Although how much the fees will increase is not certain, the BLM has a target revenue increase of $600,000. The BLM claims that part of the increase is due to pressure from the President's Office of Management and Budget.

Bein' that Papa tends to be plum crazy from time to time, the following item caught his eye: "The first Plum Crazy National Hillclimb will be held at Hep's Hill on July 3-4 in Plattsmouth, NE. There will be all sportsman and semi-pro classes. For information call Chet Bowen (402/296-6977) or Gene Farris (402/235-2213)."

Shoei and Stadium Motorsports will be sweetening the pot for the July 11 Professional Racing Organization's Rosarito Beach GP. Shoei will donate helmets to the winners of all 125 and 250cc classes, as well as to the Over 30 and Over 38 Novice and Junior Pro class winners. Stadium Motorsports will be giving away pairs of tickets to the July 17 Miller High Life Superbowl of Motocross to all Junior Pro class winners.

If you have a business card from Ronald L. Saum, president of SWM USA, and have tried to call him at the number on the card, you know something's wrong. "Great gooey horsefeathers! We had the wrong telephone number printed on our business cards prior to Daytona!

We weren't t
behind Br

Ask anyone who happened to be on a motorcycle at Castle Rock.

That's where Broc Glover and his trusty, dusty Yamaha finished off the last round of the season. And everybody in the 250cc race.

Dicing Hansen for the lead through most of the first moto, Glover finished 2nd by the length of a spoke.

he only ones roc Glover.

In the second moto, however, Glover wasn't about to take any chances. He took off from the starting line, put a good 20 seconds between his spokes and the next guy's, and finished Yamaha-style.

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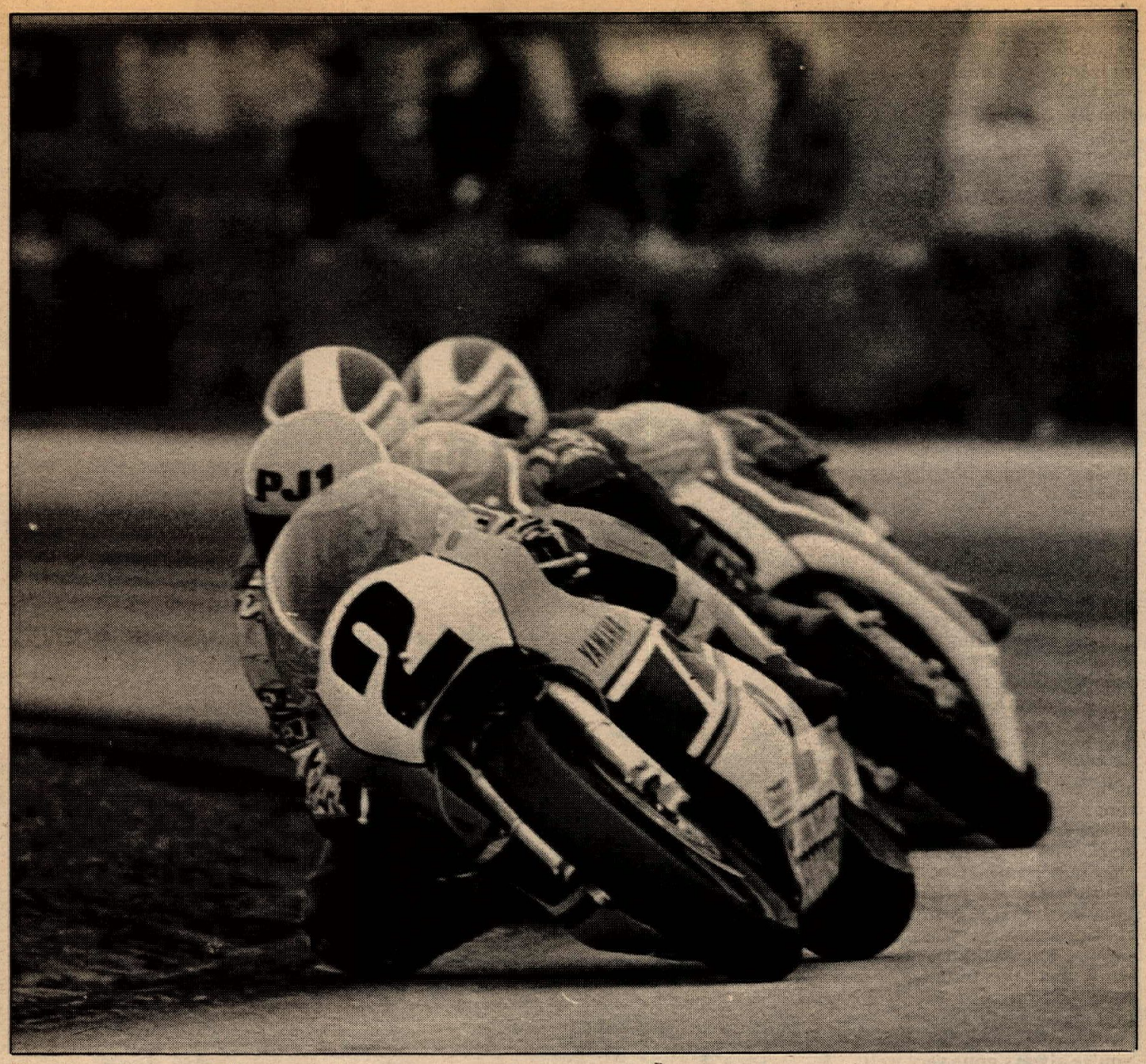

(Continued from page 31)

Uncini phoned Brenni. Brenni said that they said it was better and we said OK. Then we got to Europe and we raced at the first race in Austria. Some of the French riders said the track was even worse than it was four years ago. Still we felt we had to go there and try. We went there, and there was two days of unofficial practice. Everyone took a turn at it. And there was a meeting Thursday night before the GP took place and everyone decided that it was just too rough and the conditions were no better. In fact, they were worse than what they were four years ago so there was just no way we could race on it. We could have ridden on it but we couldn't race on it. Had we not told them in September that it was not raceable, we probably would have raced on it or tried to ride on it. But we told them it was not raceable. They did nothing to fix it and when we got there it was worse than we had imagined so we just said it's not raceable and went home.

Do you think there will be any repercussions down the line from that?

None whatsoever. There was no boycott, there was nothing. Thursday night we phoned Brenni. He said to Uncini, "Franco, if it is indeed dangerous and you are not able to race then go home." There would be no sanctions, no fines, nothing. We did not discuss any of the problems with the 250cc guys or the 125cc riders. It simply involved 500cc factory guys and a lot of the serious privateer racers. Brenni advised us to go to Mazzi who was the Italian representative and chairman of the jury at that race. Mazzi just happened to walk into the office, so we grabbed him and drove him around the race track. We showed him our problems, he agreed with us. We went the next morning which was the official practice, to the jury at eight o'clock in the morning. We told them that we had these problems and they had some confusion. Half of them wanted us to race, half of them knew that it was too dangerous. A lot of them said go home. Some of them said stay, you must stay. All confusion. We had no confusion. We were going home. There was no discussion. We just wanted them to know that the 500 was too dangerous to run on that race track. We turned in the letter, we gave them till noon to phone the president of the FIM and to find out what to do and we gave them our letters that we weren't running the race. At 12:30 that day or 1:00, they accepted the letters. The manufacturers turned in a letter, requesting that there not be any points for the race because there were no manufacturers taking part. They said at that meeting there would be no sanctions. There would be no fines, because "you guys did it right, we had been warned. It's not safe, we understand that, we accept your letters, you can go home."

"This is the most competitive year I've ever seen."

You mentioned the 500cc factory riders. There's so many more this year. Let's start off with your impressions of the Honda effort, Lucchinelli and Spencer.

Well, I think Honda, for the first year out, is doing remarkable. And I think, for the first year over, Freddie's doing remarkable. There's a lot of confusion whether he's riding over his head or he's not riding over his head. I think he's doing a good job and I think the Hondas will be more reliable in the second half. It's gonna be tough. I'm not ruling Freddie out at all. I'm not really ruling Lucchinelli out because one non finish for me puts them right in the ballpark and Honda is waking everybody up.

Do you think Freddie's likely to score a GP win this year given the bike?

I see no reason why not. He's riding good enough to win GPs. It's just which one? There's 5-6 guys over there who are going to win a GP. It's just which one they're gonna win.

Honda has been a pleasant surprise, but over at the Suzuki camp Mamola's been having all kind of problems this year.

Randy's having a lot of problems. He really is. I don't really know why. We don't talk about racing much. The bike has not finished. It wouldn't start in Austria and he just really hasn't done much. On the other hand, Uncini has been going like a rocketship and in Italy there was no one who was going to beat him.

Has his success this year surprised you in any way?

No. I figured at the beginning of the year that Uncini would be a threat but I guess no one else did.

Do you think there is an advantage there with the Italian Gallina Suzuki team, because Lucchinelli did so well there last year?

They have advantages. Right now the advantage is that the bike is pretty well proven. It's more or less the same as last year. It's lighter and faster, of course. But it's basically the same motorcycle, handling-wise. They might have a jump on us at the first of the year because of that but I think that they have a new one now for

Assen — a new engine — that I don't know. I've just only heard rumors that it has some kind of exhaust valve in it like the Yamaha. I'm just waiting to see. But I know they have a new one for Assen (The June 26 Dutch GP).

With Yamaha you have two teammates — Barry Sheene and Graeme Crosby and they're both doing very well.

Yes, Barry's doing extremely well. Probably the best I've seen him ride or the hungriest I've ever seen him. He's lost a lot of sponsorship over the past three years so I don't know if he's hungry or he just has decided to go faster. But he's definitely riding a lot harder than he's ridden in a while.

Do you think the link-up with Agostini has helped Graeme Crosby out as a rider?

Well, Graeme's not having such a good year. If you're looking at results he seems to be OK, but he's still not considered one of the guys who's going to win a GP. But he's very consistent and that's what it takes to finish in the World Championship standings. But he's not had a tremendously trouble free season. You can't count anybody out at this point except Randy because he's just not finished any of the races and the only one he finished, his bike wouldn't start. So he's out of the World Championship, of course but he still could win a GP if he gets going enough.

The remainder of the season — how does it look for you as far as the racetracks you have left to run and how they match up?

I think Honda will be extremely competitive at Assen. I think that they may have an edge on everybody on the four-cylinder bikes there. I think that the four cylinders will have an edge on them in Belgium, and in the next few GPs.

And then there's Silverstone where you've always gone very well . . .

At Silverstone the four cylinders will have probably the advantage. Yugoslavia I think it's probably a toss-up.

Are you happy that Finland is not in the schedule this year?

Very happy.

The season-ender at West Germany — how does the Hockenheim circuit look for bike?

I think that the four cylinders probably will have the tiniest advantage. You're talking about an advantage. The difference the advantage means is probably a 10th of a second a lap or maybe two-10ths. There's literally five guys running the same lap time most of the places so when you're talking about an advantage, you're not talking about the difference between the Honda and the Kawasaki at the Daytona Superbike race. You're talking a difference of one bikelength at the end of one lap. The Honda is as fast as my motorcycle right now at the right place. At the wrong place it may be two bikelengths slower.

Sounds like some close racing.

It's the most competitive year I've ever seen and the crowds, of course, show it. But I still do not see a hell of a lot of interest coming from America. They've got probably the three best riders over there. Of course, that's been a problem all along.

Speaking of American interest, are you going to be able to make it to Laguna Seca this year?

I'll definitely be in Laguna Seca.

It should be a mini 500cc GP with Freddie and Randy . . .

It's going to be best in the world there. Not all of them but certainly the best.

Are you going to be riding the V-4 there or the square four?

I can't commit to anything on that yet because I don't know what's going to be filled, but I do hear rumors that the V will be there. ●

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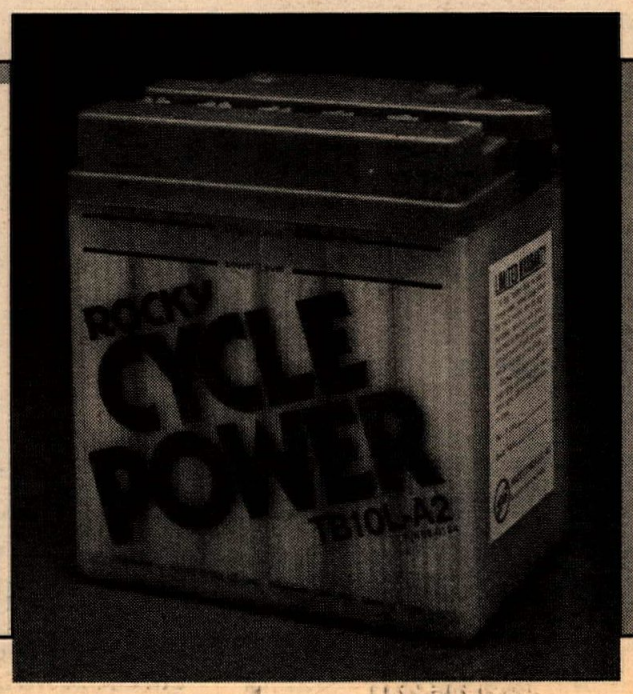

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Hauling in materials (top) and moving rock (above) can be hard work, but it's all for a good cause. Teamwork and fellowship lighten the work load and groups usually finish early.

Sequoia National Forest

Land of riding opportunities — if you help

By Bill and Kathy Herndon

Sequoia National Forest: A trail rider's dream ride. Lush green meadows, thick pines set not much more than handlebar's width apart, whitewater rivers, and placid brooks. Not only is it free (well, except your tax dollar) it's actually legal to ride your motorcycle through this magnificent and peaceful scenery. Grazing cattle, sheep, and all.

Hikers, horsemen, fishermen, four-wheel-drive groups and others have been doing volunteer work for years there. But pitifully few motorcyclists.

But the Fourth of July 1981 was different. With over 100 riders making the trip, it was the biggest and most successful volunteer effort of *any* group in the history of Sequoia users. When the Forest Service had asked for 30 volunteers, they were shaking in their boots at the "potential chaos." Instead they got co-operation, camaraderie, and results. And the August and September Volunteer Days sealed the proof. Better yet, riders put themselves on the map as first class citizens. They proved to detractors (and especially certain environmentalists) that recreational trail riders don't just ride and leave; but are genuinely willing to work, and *work hard* to maintain their own.

Adopt-A-Trail

With these successes, and increased rapport with the Forest Service, motorcyclists are being offered another opportunity in '82. Now, for the first time ever, trail riders are being offered a limited number of "Adopt-A-Trails." Any responsible club or group (formal or otherwise) can qualify. What are the requirements? Be willing to volunteer services once or twice a summer (depending on conditions). Maintenance will include building water bars, clearing fallen trees (or reporting them) or brush, erosion control, clearing or adding more rocks as required, and just general upkeep.

What do you get? A permanent trailhead sign marked with your club or group's name, and the trial name. Example: "Chapparals Rattlesnake Creek Trail." Or "Prospectors M.C. Beach Trail." Or "Horney Toads Clover Meadow Trail." As independent and unsupervised diplomats, you also have the full rights of policing your trail, be it spark arrestors, off-trail riding, or other incorrect trail usage. This "pride of ownership" should have great long-term benefit for west coast (and other) recreational users that trek to this rider's paradise each summer. If the motorcycle community continues to do a good job, it can only strengthen relations with, and impressions on, Forest Service and other personnel. And improve the motorcyclists image at large. You can "Adopt-A-Trail" now.

Interested? Call or write Bill or Kathy Herndon, 1633 Hill Dr., Los Angeles, CA 90041, 213/255-5815.

Volunteer days

Not to be confused with the Adopt-A-Trail program, is the '82 trail riders "Volunteer Days" series. The first major motorcycle volunteer efforts of "Sequoia '81" offered outstanding results: New trail was built, old trails repaired, rock bridges and gabiens installed — and the Forest Service saved non-existent money. Because of this, the program will be greatly expanded to four volunteer weekends for Summer '82. They are as follows: July 4, main event; July 31, smaller event; and Sept. 4, season closer.

If last year's events are good weather vanes, the typical 9 a.m. to 4 p.m. work days may be put away by lunch, on one or all of the above dates. If you haven't been trail riding in Sequoia, you are missing the best riding experience south of Washington State. If you've already been, you'll be back again and again. Come on one of the above "Volunteer Day" weekends. Work a half day for your sport. Then ride the rest of the weekend.

Despite the devastating loss of trail mileage and especially "loop trails" in '78, due to the so-called "Golden Trout Wilderness" travesty, there are still 202 miles of legal motorcycle trail open. With a combination of volunteer work and plans to obtain Green Stickie monies, the Forest Service proposes to have more loop trails, and back up to around 300 total miles for trail riders within 4-5 years. However, as Federal, and other budgets appear to be getting more austere into the '80s, motorcyclists' efforts will probably play an ever-increasing role in deciding their riding areas. And rights. Do you want to form your future in Sequoia National Forest?

Look for the start line banner at Camp 29-30, in Troy Meadow Campground (just above Fish Creek Campground). Bring your motorcycle, yourself, and only friends that are willing to cook! You can ride double to most work sites. The start at all four events will be at 9 a.m. at the banner. The Forest Service will supply all tools and equipment and material needed. There will also be ice-cold punch for all. Call or write Bill or Kathy Herndon at the above number to sign up yourself, or your group or club. •

Bernie Schreiber finished third.

World Championship Observed Trials Series: Round 7

Lejeune rolls on in Austria

By Mike Rapley

HEINRICHS, AUSTRIA, JUNE 6 Eddy Lejeune continued his almost total domination of the trials world by winning round seven of the championship series in Austria, his fifth win in this year's series.

And just as the Honda mounted Lejeune has proved so superior, the second and third placed riders, Frenchman Gilles Burgat and Californian Bernie Schreiber once again established themselves as his closest rivals.

In yet another fairly easy trial held at Heinrichs, not so far from the Czechoslovakian border, it was the sweltering temperatures that made riders falter rather than the severity of the sections.

Just before the start the organizers made a change to many of the sections in the belief that they would not be difficult enough, and in making the change turned them into tight, narrow one line hazards that were not popular with the riders.

It seemed to make little difference to Lejeune who started off as he meant to finish, putting in a first lap score of 15 over the seventeen sections. He was matched by Burgat while Schreiber was already in third place.

Toni Gorgot from Spain on the Montesa put in the best second lap of 13, but with Eddy only one mark adrift of this score and several ahead of the others he had already put himself almost out of reach. He didn't make any mistakes on the third circuit to finish with a convincing eight mark win. Schreiber beat Burgat's third lap score but his comparatively poor first lap was just enough to cost him the runner-up spot to defending champ Burgat.

French Fantic rider Adrien Prato had a good first lap in ninth place, but then broke his handlebars and spent nearly an hour replacing them, having trouble with a broken bolt.

Scott Head, the young Californian who has based himself in Italy to ride the factory Italjet, scored his third championship point with 10th place, and every week looks more impressive as his talent adjusts to the highly competitive events. •

Results

1. Eddy Lejeune (Belgium - Hon) 45; 2. Gilles Burgat (France - Fan) 53; 3. Bernie Schreiber (USA - SWM) 54; 4. Toni Gorgot (Spain - Mon) 56; 5. Thierry Michaud (France - SWM) 74; 6. Danilo Galeazzi (Italy - SWM) 82; 7. Ulf Karlson (Sweden - Mon) 83; 8. John Lampkin (Britain - CCM) 88; 9. Juan Freixas (Spain - Mer) 90; 10. Scott Head (USA - Ita) 93.

WORLD CHAMPIONSHIP POINT STANDINGS: 1. Lejeune (99); 2. Schreiber (83); 3. Burgat (71); 4. Gorgot (42); 5. (TIE) Karlson/Galeazzi/Michaud (21); 8. John Lampkin (17); 9. Charles Coutard (16); 10. Jaime Subira (13).

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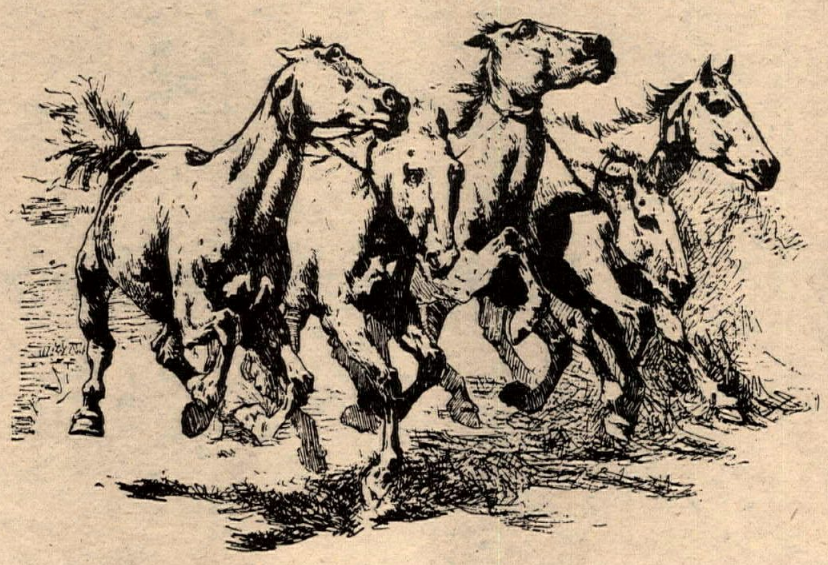

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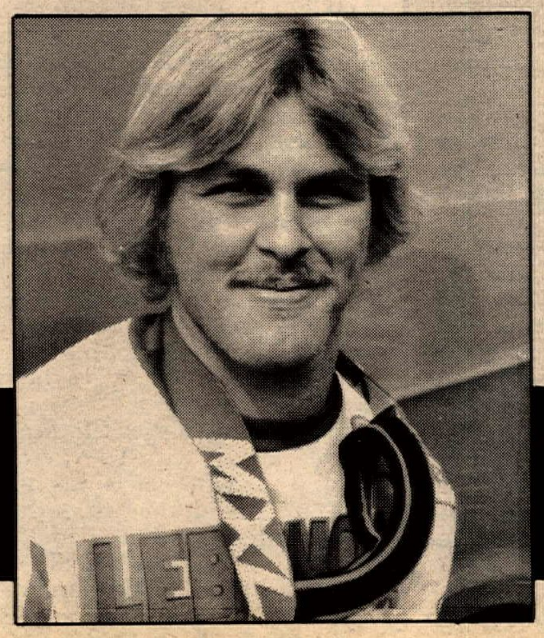

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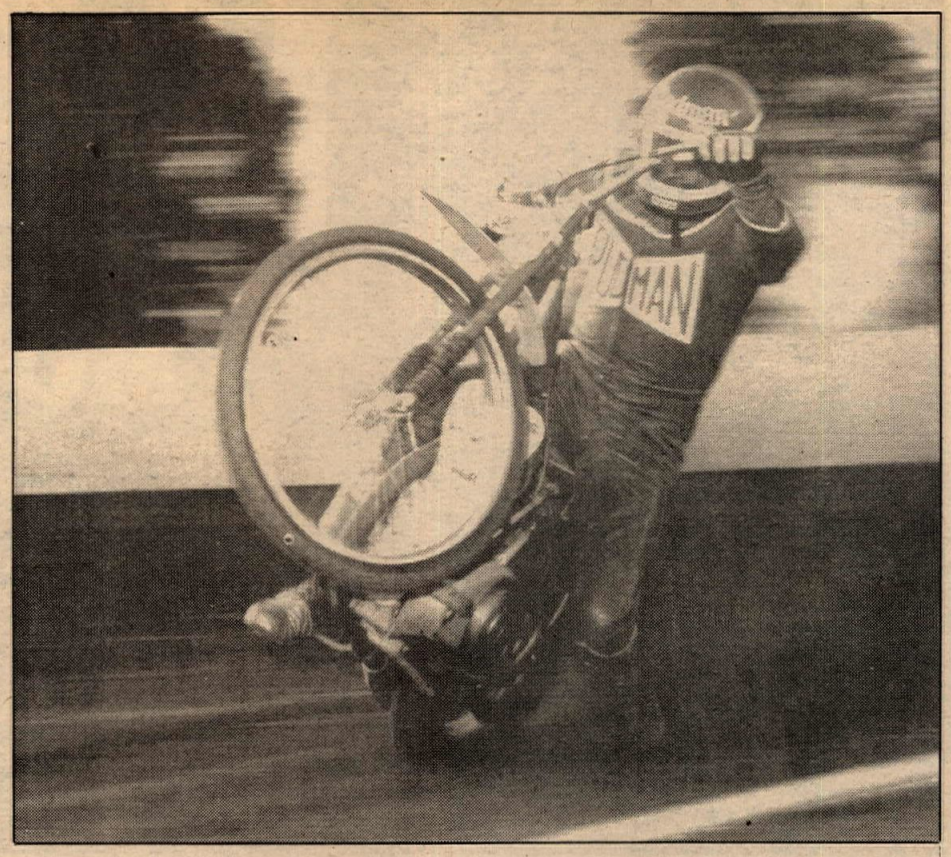
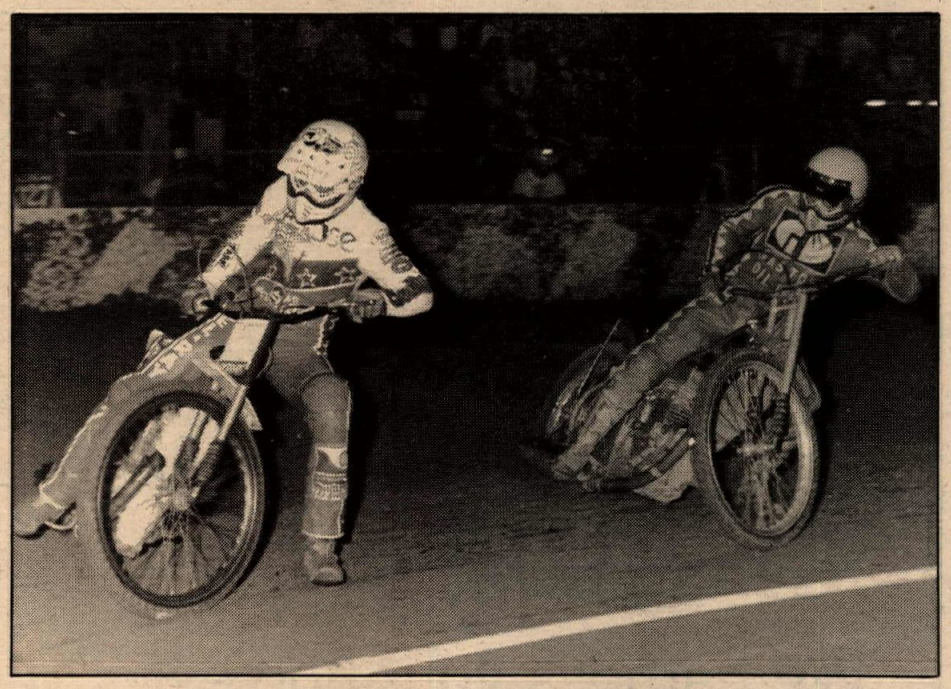
SPEEDWAY WEEK





(Top) Buddy Robinson showed *Style* at Visalia (Above) IMS Handicap main winner Rick Miller leads Guy Ermolenko.

Robinson dominates Visalia

By Jerry Parsons

VISALIA, CA, JUNE 4

A dominant force seemed to be the only words to describe Buddy "Bud Man" Robinson tonight as he destroyed the competition at the fifth race of the summer at the Visalia Auto Plaza.

Robinson's hard hitting style and blistering lap times made him an easy winner in the heat races. The mains were stiff, but the "Bud Man" could do no wrong.

Randy Blevins, starting at the zero-yard line, grabbed an early lead in the Handicap main. Steve Miller and Tom Farris fought hard for the runner-up spot. Robinson closed the gap fast from the 40 as he held tight with Farris. The time came as Robinson made his move to second, taking Farris and Miller in one move. Robinson's sights were set on Blevins as the two began to dice. The battle was short as Blevins soon dropped to second leaving the Bud Man with a win.

Duane Yarrow shot off the line in the Scratch main, hoping for an overall win, leading Chris Reichardt and Phil Gagnon. Robinson held down a tight fourth spot. Yarrow and Reichardt's battle became hot and heavy before both riders went down, leaving Gagnon and the Bud Man to take home the gold. Robinson was soon jamming hard as he went under Gagnon to snatch the win.

The Second Division main looked almost like D-1 action with Kenny Bencheck moving through the pack from the 20 for the win. Jeff Brown hit the track hard as he blasted into an early lead, with Baron Bibee hot on his tail. Bencheck was quick to move into third. Bibee soon made his move on Brown for the lead followed by a hot, charging Bencheck. Bibee continued to lead to the final lap when he went down, leaving a battling Brown and Bencheck first. Bencheck's charge was harder as he moved by for the win.

In the King of the Hill race Grant Salyers met up with Tom Ferris for a shot at the win. Ferris was quick to grab the lead in the first of the three races with Salyers knocking hard at his back door. Ferris held tight to take the win in the two-lap race.

The second round saw Salyers turn the tables as he held on to a commanding lead which left him and Ferris with a tied score.

The third and final match went to Ferris as he wasted no time in taking the lead and running with it. Ferris took the win and the King of the Hill victory.

Prince, Robinson rule at Auburn

By Jann Houston

AUBURN, CA, JUNE 11

Summer seems to bypass Auburn on Friday evenings, but the crowd forgets the 50 degree temperatures as the action grows hotter with each event on the Auburn Fairgrounds track.

After two restarts in the Handicap main tonight, one for a starting gate malfunction and one when Marc Prince and Andy Gilbertson tangled in turn one out of the gate, it was Robert Curry in the lead with Prince giving him no margin for error. In turn two of the third lap Prince got past Curry on the inside, and from that point to the checkered flag, he had it all the way. Curry, still a newcomer to First Division, did a good job of holding on to the second spot, frustrating a hard driving Pat Linn who was forced to settle for third.

Going into the Scratch main event, Buddy Robinson, a solid number one in northern California point standings with his consistent riding each week, took the lead in a wild shot off the wall into turn one. What a start! Andy Gilbertson was second, Mike Delacy third, and Joe Leduc met the track face to face on turn three of the first lap, ending his night at the races. Robinson continued to gain in every turn, and as he headed for the checkered flag, he claimed at least a half lap lead. Gilbertson was second and Delacy third by inches.

Jeff Brown, a high school teacher from Salinas who formerly raced speedway in New York and Indiana, won the Second Division main in only his second night of northern California competition. Kevin French was forced to settle for second after two wins in a row, and Steve Crawford was third.

The Third Division main was full of unusual and unexpected thrills, compliments of Dennis Phillips and Jim Brenner, as they demonstrated side-by-side, battle-to-the-finish action at its finest. Unfortunately the "finish" came a bit before the checkered flag as they connected and went down on lap three in turn two, virtually giving the win to Jim's brother, Tom Brenner. Last week's winner, Rick Stephens, was second, Keith Kavanaugh took third.

The Junior main looked more like a First Division event, as Bart Bast and John Houston, Jr. battled it out to turn four on the last lap when Bast, 1981 northern California Junior Champion, got past Houston on the outside for the win.

Good News: Dennis Robinson and Mother Goose Racing Enterprises announce the delayed opening of Napa Speedway, at the Town and Country Fairgrounds, on Saturday, July 17, 1982. The new grandstands are nearing completion!

Results

HANDICAP MAIN: 1. Marc Prince; 2. Robert Curry; 3. Pat Linn; 4. Andy Gilbertson; 5. Mike Delacy; 6. John Volk.

SCRATCH MAIN: 1. Buddy Robinson; 2. Andy Gilbertson; 3. Mike Delacy; 4. Joe Leduc

SECOND DIV: 1. Jeff Brown; 2. Kevin French; 3. Steve Crawford.

THIRD DIV: 1. Tom Brenner; 2. Rick Stephens; 3. Keith Kavanaugh.

JR SPEEDWAY: 1. Bart Bast; 2. John Houston,

Jr.; 3. Scott Brant; 4. Mike Parsons; 5. Coors Wright; 6. Darrell Anderson.

Faria wins number six at Ventura

By Bill Locey

VENTURA, CA, JUNE 15

It was one of those something-for-everybody nights at the Commotion By The Ocean. Fox Night brought herds of foxes and hordes of fox hunters. Music fans were treated to live rock 'n' roll as they will be for the next several weeks. Racing fans were treated to some of the best action of the year even as 22 riders fell down to thrill the vicarious mayhem enthusiasts.

The band Orpheus was so glad to have a gig, they played right through the Natural Anthem. And by Event 15, the cry of "more beer" was finally answered when another beer truck arrived to satiate the thirsty (and tipsy) fans. Even Ventura Channel 6 was on hand to tape the racing to show at a later date — but only for fans with a sense of humor who appreciate out-of-focus speedway in the dark. Oh well, it's the thought that counts.

Ah yes, the racing. "Flyin' Mike" Faria started a new streak as he won his sixth Scratch main of the year here. And Pennsylvania rider Warren Diem enjoyed his D-1 debut so much, he won the Handicap main.

In the Handicaps, one thing became quickly apparent — it's no fair letting Diem start on the zero. He's just too good. He won all three of his rides with flawless performances.

Tim McCasland, also coming off the zero, won his first two rides, including a squeaker over Rick Miller in the semi. In the other semi, Sacramento rider Pat Linn, in his Ventura debut, went down in turn four directly in the path of hard-charging Mike Curoso who catapulted over the fallen bike and crashed, only his experience saving him from a painful munch. This cured Curoso of Ventura for the evening as he headed south.

Diem outgated McCasland and easily won the follow-the-leader main. Miller and Rob Pfetzing were next across the line. Diem, who is not long on tall, got a lift — literally — from Keith Larsen, enabling him to plant one where it counts on the towering trophy girl.

By reading the box score, it looks like business as usual. Faria wins. Again. Ho hum. No way. Rick Miller, in only his third night of Scratching, not only kept the heat on Faria in two different races, but proved he *belongs* with the Good Guys. After Faria outgated everyone in his semi, suddenly there was Miller applying the heat in turn two and keeping it on the rest of the race, cutting Faria no slack whatsoever. It was Miller's best ride ever. He looked a lot like — gasp — a giant-sized Lance King.

Just to prove it was no fluke, they did it again in the main. "Flyin' Mike" flew away again, but Miller stayed on his tail throughout, looking for the mistake that never came. The kid can gate, and he can ride.

In D-2 action, Chris Reichardt finished behind Chris Martin after a furious and exciting five-lap battle in the heats but came back to win the main easily for the second time in three weeks. Mike Smart, up from D-3, managed a second on a sick bike. Oxnard local Guy Helderlein was fifth.

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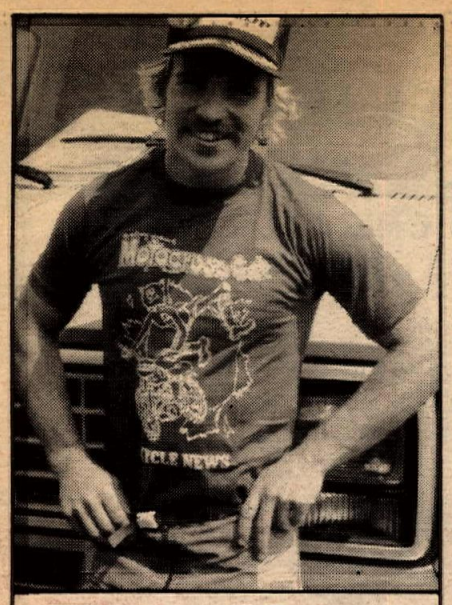

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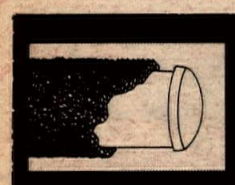

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SPEEDWAY WEEK

Russ Barcarello got by Robby Stone on the third lap to win his heat, but had no such trouble in the D-3 main. Off the zero, Bacarella led from start to finish, with Stone in second.

Results

SCRATCH MAIN: 1. Mike Faria; 2. Rick Miller; 3. Steve Lucero; 4. Keith Larsen.

HANDICAP MAIN: 1. Warren Diem; 2. Rick Miller; 3. Rob Pfetzing; 4. Mike Faria; 5. Shawn McConnell; 6. Tim McCasland.

SECOND DIV: 1. Chris Reichardt; 2. Mike Smart; 3. Mark Granberg; 4. Chris Mistretta; 5. Guy Helderlein; 6. Chris Martin.

THIRD DIV: 1. Russ Bacarella; 2. Robby Stone; 3. Dave Thompson; 4. Keiffer Doege; 5. Pat Smith; 6. Mike Dyer.

MATCH RACE: Rob Pfetzing def. Buddy Robinson.

Sandona, Miller get second wins at IMS

By Scott Daloisio

SAN BERNARDINO, CA, JUNE 16

It may well have been Team Windlord night at John La Douceur's Inland Motorcycle Speedway tonight as teammates John Sandona and Bryce Eikelberger posted wins in the Scratch and Third Division mains.

Sandona (Windlord/Super Seer/Esprit Godden) made it two Scratch mains in a row in a near duplicate performance of last week. It was a dead heat out of the gate with Sandona, coming from the pole, taking command in turn two. Mike Faria (Cody Products/Oakley Jawa) immediately began to pressure Sandona while Alan Christian (STP Godden) and Bobby Schwartz (Bel-Ray/Bell Helmets Godden) battled for third. Faria kept trying to go the long route on the outside to get by Sandona and managed to pull even in turn three on the final lap. Sandona was able to fight off the challenge and took one of the largest margins of victory in an IMS Scratch main this season — two bikelengths.

Rick Miller (Eclipse/Bel-Ray/JT Westlake) won all three of his Handicap races including the main event in what may have been the best ride of the night — make that the season — at IMS. Starting on the 10, Miller took the lead at the start over Denny Scopellite (Hot Moves Weslake), who wheelied at the line. Schwartz started on the 40 and moved into second by the end of lap one. The international star immedately moved on to the second-year rider's tail and began to apply the pressure. Schwartz applied extreme pressure to the youngster as he tried every trick in the book to make the pass by running the cushion, but he was unable to dethrone Miller who became the first two-time IMS Handicap winner of 1982. After the race, the exuberant Miller said, "I could see him in every corner, so I just gave it everything I had." Long after the races were over, Schwartz was seen in the parking lot congratulating Miller in a true show of sportsmanship.

Ed Castro (Ridin' High Jawa) returned from the injury list in fine style as he won his first IMS Second Division main of the season. Castro, coming from the 10, got the gate and led the event until Don Bovee (O'Neal's 76 Jawa) went by on the outside in turn four on the opening revolution. Castro reclaimed the lead on the back chute on lap two and rode the rest of the way to starter Paul Neighbor's checkered flag. Chris Reichardt (Gene Plue's Motorcycles Godden) moved into the number two spot when he got Bovee on lap three but was unable to catch the streaking Castro.

Kenny Bidney (Jawa) got the lead at the gate in the Third Division main but it was Sandona's teammate, Bryce Eikelberger (Windlord Godden), moving inside in turn two for the lead and eventual victory. Keifer Doege (B & M Foam Fabrics Weslake) passed everyone except Eikelberger on his way to a well-earned second place finish.

June 23 will feature Father's Day passes for all IMS fan club members. Popular John Cook is scheduled to return from England June 30. As well as the usual fireworks Cook supplies on the track, there will be a fireworks spectacular in the sky on the same night.

Results

SCRATCH MAIN: 1. John Sandona (God); 2. Mike Faria (Jaw); 3. Bobby Schwartz (God); 4. Alan Christian (God).

HANDICAP MAIN: 1. Rick Miller (Wes); 2. Bobby Schwartz (God); 3. Rob Pfetzing (Wes); 4. Eddie Ingels (Jaw); 5. Shawn McConnell (Jaw); 6. Denny Scopellite (Wes).

SECOND DIV: 1. Ed Castro (Jaw); 2. Chris Reichardt (God); 3. Andy Northrup (Wes); 4. Kevin Weeda (Wes); 5. Mark Weaver (Jaw); 6. Don Bovee (Jaw).

THIRD DIV: 1. Bryce Eikelberger (God); 2. Keifer Doege (Wes); 3. Mark Dwyer (Jaw); 4. Don Davis (Jaw); 5. Russ Baccarella (Jaw); 6. Ken Bidney (Jaw).

NO MATCH RACE

Bast, Christian win one each at Costa Mesa

By Kenneth R. Kellogg

COSTA MESA, CA, JUNE 18

It was the clash of the titans at the Orange County Fairgrounds tonight in the Scratch main event as Michael Bast defeated some of the top speedwayers in modern racing — Alan Christian, Bobby Schwartz and Mike Faria. Promoter Harry Oxley again went to the six Handicap heat style of racing giving more riders a chance to ride and fans a better show.

In the Third Division main event Steve McFarland, who started the race in third place, worked his way through traffic to take the lead and, eventually, the win. On the last lap in the last turn, he edged out Roy Stafford, who had led for most of the race. Finishing third was Robert Little with Russ Bacarella fourth.

In the Second Division main event, leading from start to finish was Ron Blanton. The only real challenge was by hard charging Bob Ott. Tim Mc Casland took third after starting in fifth place. Pat Hawley finished fourth.

In the Handicap main, Kurt Strommer led for most of the race from the 20. On lap three Strommer was passed by fast moving Alan Christian. Christian, who was the only rider (again) in both mains, flew past the entire field. Right behind was Dubb Ferrell who had been in third place for most of the race. When Christian went past Strommer, Ferrell took advantage and did the same thing. Ending up in the third place was Sterling Cogar who had worked his way up from fifth. Rick Miller, fairly new to First Division, is improving weekly and finished fourth.

When the starting gate went up for the Scratch main, it was just as amazing of a start as expected. Bast and Christian almost rode the same bike, they were so close. Coming out of turn two, Bast established himself as the leader with Christian second, Schwartz third and Faria fourth. •

Results

JR SPDWY: 1. John Houston, Jr.; 2. Jordan Duncan; 3. Greg Hancock; 4. David Busby; 5. Ryan Evans; 6. Trinon Cerillo.

Desert Hotlin

Tom Webb was the overall winner at the

Webb weaves CEA Last Chance enduro win

RED MOUNTAIN, CA, MAY 29-30

As the summer draws near and the AMA District 37 enduros go into their mid-year hiatus; one more adventure greeted the riders, The Last Chance Enduro. Normally this run takes place at the end of the year, thus its name. Scheduling changed things a bit and the California Enduro Association was up to the challenge with their two day enduro that marked round six of the California championship series.

Tom Webb, riding a 430 Husky, topped an extremely talented group, both from southern and northern California at the two day event. Dropping two points for run, the SoCal rider bested Jeff Henning and his 250 KTM for the overall win. In contention all weekend was Dave Bertram, the current leader in the series, but mechanicals forced the northern California rider out late in the second day.

Local riders seemed to be plagued by mishaps all weekend. Tracy Walters lost his score card, Jon Miller suffered speedo trouble, Bill Fulmer Jr. bozoed out by burning two tricky checks and Grant Palenske broke the shock on his Maico. Others suffering ill fortune included Jim Wilson who punctured two tires, Greg Newland who wrapped his foot under some rocks and Garner Palenske, who pitched himself awkwardly and was talking in a very high voice for sometime.

At this point in the series, Webb closed the gap considerably on Bertrum. With just two events left, the *Dirt Bike* editor used his "home territory" to his advantage, narrowing the point spread on Bertram. Webb dropped two points on Saturday and just one second on Sunday.

The CEA did an excellent job lay-

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CEA Last Chance.

ing out the two-day run. This job seems to be getting tougher and tougher, as the clubs have to try and cater to all the riders' needs. Tough enough for the A's, yet tame enough for the C's. Most of the riders out for the weekend felt the run was challenging, while still offering some real good tricky stuff. One of these sections was the last check of the second day, where 36% of the riders burned it (arrived early).

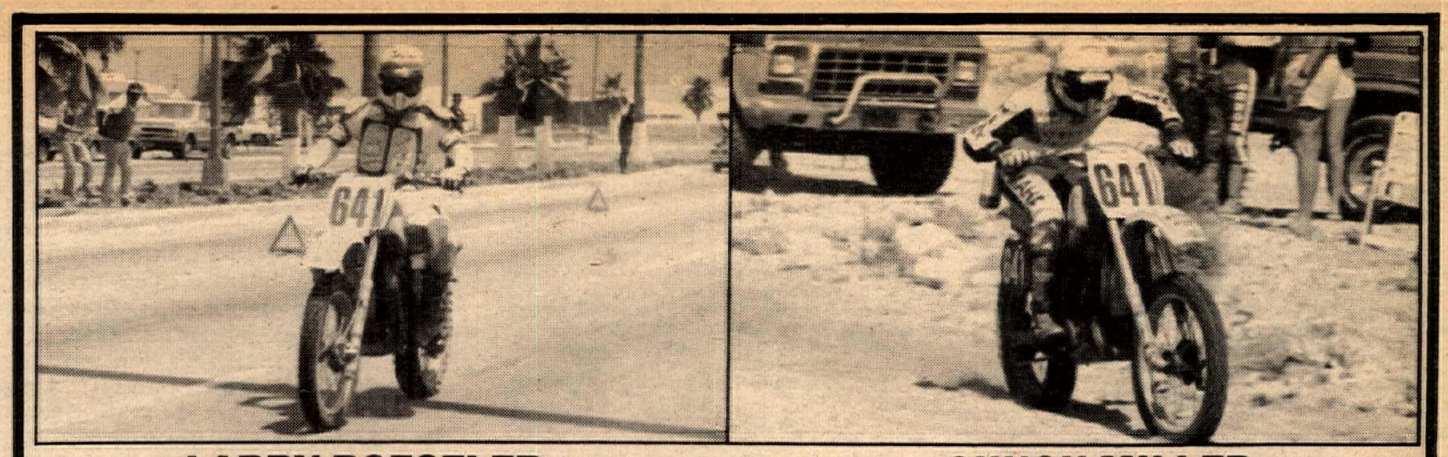
First B in the run was Mike Jones, who dropped 14 points, four of them early ones. Mike ended up 15th overall. In the 200cc B class, Rusty Adams posted a score of 20 to take the top honors.

Rounding out the top 10 were John Spigot, riding an IT Yamaha to third overall; Rick Daniel, also a 250cc A, finished just a few seconds down from Spigot. First 200cc rider was Billy Fulmer Jr., followed by first Open Jon Miller. Harry Keast once again topped the Seniors, with Ron Fry once again taking the bridesmaid honors.

Big Tom Getzfrid out did the Can-Am of Larry Woodruff for the four-stroke trophy. Larry was right in there, but burned a check. First B Senior went to Doyle Pipins and the top C rider for the run was Bill Dunlap. •

Results

OVERALL: 1. Tom Webb (2).
OPEN A: 1. Jon Miller (7); 2. Ben Stark (9); 3. David Keith (13).
250 A: 1. Jeff Henning (3); 2. Jon Speight (6); 3. Rick Daniel (6).
200 A: 1. Bill Fulmer Jr.; 2. Gerald Hibdon (28); 3. Ron Reinholdson (37).
SR A: 1. Harry Keast (12); 2. Ron Fry (18); 3. Curt Horst (21).
OPEN B: 1. James Bortree (40); 2. Patrict Souza (43); 3. Jim Wicks (160).
250 B: 1. Mike Jones (15); 2. Steve Fry (20); 3. Ken McLean (23).
200 B: 1. Rusty Adams (20); 2. Tom Wilhelm (21); 3. Ed Larosche (52).
SR B: 1. Doyle Pipins (31); 2. Bill Miller (138); 3. Jim Meskimen (155).
FOUR-STROKE A: 1. Tom Getzfrid (22); 2. Larry Woodruff (23).
FOUR-STROKE B: 1. Roger Young (54); 2. Bill Pallotto (148).
OPEN C: 1. William Dunlap (8); 2. Thane Rivers (9); 3. Davis (9).
250 C: 1. David Dobbins (9); 2. Russell Heck (22); 3. Tim Moore (22).
200 C: 1. Wilheim (21); 2. Pat Bollar (22); 3. Dion Poling (57).



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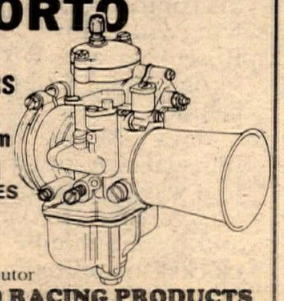

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Arizona winner Bob Belluzzi.

Corry roosts to Corona night MX victory

By Kit Palmer

CORONA, CA, JUNE 11

Suzuki-mounted Henry Corry had to contend with rival Dave Gaumer (Suz) all night before he could claim victory in the 250cc Beginner class tonight at Corona Raceway. The two traded 1-2 scores, but Corry won the all-important second moto to capture the overall.

At the start of the first moto, Gaumer roosted into the lead narrowly ahead of Corry, Bob Michael (Yam) and Stanton Crowley (Suz). Gaumer's lead was short-lived when Corry slipped by the leader, taking over the top spot. The two top contenders began a handlebar-to-handlebar fight over first. Corry held back Gaumer throughout the moto, but on the final lap, Gaumer dove by Corry, regaining the lead. The win went to Gaumer followed by Corry and Michael.

It was Gaumer again who led the pack into the second moto first turn while Corry and Michael pursued. Similarly to the first moto, the two leaders engaged in another duel for the number one spot. However, Gaumer managed to fend off Corry throughout most of the race. It wasn't until the final lap when Corry returned the first moto favor by passing Gaumer only a few turns from the end. Corry took the win, inches ahead of Gaumer. Third went to Clifford Mahmms (Hon), and Joe Wilson (Yam) took fourth.

When the gate dropped at the start of the first 250cc Pro moto, Yamaha of Pomona's Jack Scott had command of the lead, after slipping by Anaheim Suzuki's Chris Fleming. By the third lap, Scott had to hold back the hard charge of Suzuki of Riverside's John Mazzacane. The two were never more than a bikelength apart throughout the moto. During the white-flag lap, Mazzacane found an opening in Scott's defense, and the Suzuki pilot snuck by, taking over the lead. Mazzacane took the win while Scott and Fleming took second and third.

The second moto was all Mazzacane's he led from start to finish without a hitch. Scott had to settle for second.

In the 125cc Novice class, Travis Roberson reeled in the win after completing each moto with a victory. Taking second was Mike Hanley (Hon), who tallied a 2-3 score. A 7-2 combo gave Eddie Kennedy (Yam) third while Rick Tatlow's 4-5 total gave him fourth.

Results

50 PEE WEE: 1. Judd Scanlan (Yam); 2. Dale Smart (Yam); 3. David Ochoa (Yam).
60 PEE WEE: 1. Richard Saxton; 2. Jeremy Applegate (Yam); 3. Tyler Cooper.
MINI BEG: 1. Tim Odehnal (Yam); 2. Sloan Cooper (Yam); 3. Darin Slack (Kaw).
MINI NOV: 1. Terry Szucsko (Yam); 2. Mike Wiese (Kaw); 3. John Abright (Yam).
MINI INT: 1. Jimmy Moon (Kaw); 2. Alex Mansfield (Kaw); 3. Gary Dent (Yam).
125 BEG: 1. John Comstock (Yam); 2. Steve Odehnal (Yam); 3. Gene Johnson (Hon).
125 NOV: 1. Travis Roberson (Kaw); 2. Mike Hanley (Hon); 3. Eddie Kennedy (Yam).
125 INT: 1. James Conti (Hon); 2. Mike Roberts (Yam); 3. Paul Herman (Kaw).
250 BEG: 1. Henry Corry (Suz); 2. Dave Gaumer (Suz); 3. Clifford Mahmms (Hon).
250 NOV: 1. Steve Anderson; 2. Mark Romero (Suz); 3. Tom Mee (Suz).
250 INT: 1. Ron Lawson (Suz); 2. Kit Palmer (Suz); 3. Tom Mee (Suz).
250 PRO: 1. John Mazzacane (Suz); 2. Jack Scott (Yam); 3. Rusty Taftlinger (Yam).
500 BEG: 1. Keith Beck (Yam); 2. Tom Anderson (Hon); 3. Paul Stewart (Yam).
500 NOV: 1. Scott Pangburn (Yam); 2. Roger Kokos (Hus).

West wins Mini Novice at OCIR night MX

By Steven Crosby

IRVINE, CA, JUNE 10

Over 200 riders showed up at Orange County International Raceway Motocross to get an early jump on celebrating the end of school. And though it was an RACE event as always, the racing was a qualifier for California Racing Club's upcoming Amateur day at the Superbowl of Motocross. In the Pro classes, Tracy Meeks took the 125cc win on his Kawasaki as Taylor Marcell went down in traffic while in the lead in both motos. Todd Peterson returned to Thursday nights to take the 250cc crown on his DG-backed Yamaha. Graydon rider, Brian Fry, took home the Open class money aboard his Honda.

It was a night accentuated by several bad spills and a lot of close races. The Mini classes reflected the close racing. Derek Nye took home another first place trophy in Mini Intermediate with Tom Combs and Glenn Tucker finishing second and third both motos.

In Mini Novice the overall crown went to Rincon Kawasaki team member Ron West. He turned in the only consistent ride of the night in the class. Frank Menges took the holeshot in the first moto with West and Walter Armendariz close behind. On the second lap, West got around Menges for the lead and pulled away. Menges held onto second while Armendariz and Bunky Morton battled for third. It wasn't until the halfway point of the race that Morton caught Armendariz for third. They finished in that order, West in first followed by Menges and Morton.

In the second moto, almost everything was different. West took the holeshot this time and again pulled away from the pack. Jerry Cotter, who finished 11th in the first moto, was in second. Terry Szucsko, who was 10th the first time around, was third. Cotter held onto second while Szucsko was passed by Steve Tucker's Honda, dropping him to fourth. Overall, Wes's perfect tally of a 1-1 took first. Tucker managed second overall with a 6-3. Cotter's 11-2 and Szucsko's 10-4 were good enough for third and fourth overall.

There were two divisions of the 13 and older Mini Beginner class. Division One was sedate when compared to the other division. In Division One, Jeff Matiasevich took first with a perfect tally. Paul Molina turned in a 2-2 on his Yamaha while Tim Galceran used a 3-3 for third. In Division Two, it seemed like every rider was in one of the top three spots for at least a lap in a wild affair. Overall it was Ken Wallick's 2-2 that took the biggest trophy. Chris Cantrell used a 1-4 for second place. Tom Winslow's 5-1 was enough for third, and Dugan Sanders was fourth with a 4-3.

In the 12 and under Mini Beginner division, the overall win went to Nick Morgan. Morgan turned in a 4-1 which bested Steve Wambolt's 2-3 by virtue of a better second moto. Don Burke, who won the first moto, managed a sixth in the second go-around for third overall.

Results

60 BEG: 1. Joey Portillo (Yam); 2. Wesley Klien (Yam).
60 NOV: 1. Bobby Dlugos (Yam); 2. Bobby David (Yam); 3. Eric Litzenberg (Yam).
60 EX: 1. Shane Hunt (Yam).
MINI BEG DIV 1: 1. Nick Morgan (Yam); 2. Steve Wambolt (Yam); 3. Don Burke (Yam).
MINI BEG DIV 2: 1. Jeff Mataisevich (Kaw); 2. Paul Molina (Yam); 3. Tim Galceran (Kaw).
MINI BEG DIV 3: 1. Ken Wallick (Yam); 2. Chris Cantrell (Suz); 3. Tom Winslow (Kaw).
MINI NOV: 1. Ron West (Kaw); 2. Steve Tucker (Hon); 3. Jerry Cotter (Kaw).
MINI INT: 1. Derek Nye (Yam); 2. Tom Combs (Kaw); 3. Glenn Tucker (Kaw).
MINI PRO: 1. Dave Miller (Yam); 2. Shawn McConnell (Hon); 3. Kent Elliott (Yam).
125 BEG DIV 1: 1. Jim Mataisevich (Hon); 2. Art Morgan (Yam); 3. Kevin Reilly (Yam).
125 BEG DIV 2: 1. Bob Haney (Kaw); 2. Scott Clatterbuck (Yam); 3. Tony Wright (Yam).
125 NOV DIV 1: 1. Tim Linehan (Yam); 2. Craig Gardner (Hon); 3. Doug Hawkins (Kaw).
125 NOV DIV 2: 1. Richie Hovis (Yam); 2. Eric Clemson (Yam); 3. Rob Edwards (Hon).
125 INT: 1. Scot Clifton (Suz); 2. Mike Roberts (Yam); 3. Ryan Roberts (Hon).
125 PRO: 1. Tracy Meeks (Kaw); 2. Chris Heinrich (Kaw); 3. Louie Franco (Hon).
250 BEG DIV 1: 1. Brett Webber (Yam); 2. Dan Berg (Suz); 3. Aron Briggs (Hon).
250 BEG DIV 2: 1. Allen Curry (Suz); 2. Ben Stevenson (Yam); 3. Jim Neubauer (Suz).
250 NOV: 1. Bryan Paquette (Hon); 2. Scott Lohr (Suz); 3. Randy Paulin (Yam).
250 INT: 1. Rob Trone (Hon); 2. Bill Scott (Yam); 3. Larry Gross (Yam).
250 PRO: 1. Todd Peterson (Yam); 2. Doug Bowers (Yam); 3. Rich Collins (Suz).
OPEN BEG: 1. Tom Anderson (Hon); 2. Scott Lundgren (Suz); 3. Dennis McCleary (Kaw).
OPEN NOV: 1. Leo Saul (Yam); 2. John Stapleton (Yam); 3. Jeff Aziz (Hon).
OPEN INT: 1. John Anderson (Suz); 2. Bob Tippit (Yam); 3. Mark Gleckl (Mai).
OPEN PRO: 1. Brian Fry (Hon); 2. Bob Casper (Hon); 3. Curt Davidson (Yam).
VET: 1. Bob Barr (Hon); 2. Gale Webb (Hon); 3. Dwain Jarrett (Mai).

Norman takes two at SRA Carlsbad GP

By Jeannette Fisher

CARLSBAD, CA, MAY 30

The first race of Southland Racing Association's Carlsbad GP was the 80cc class. Gene Baldwin of Dallas Baker Products won the race with ease as he took an early lead and held it to take the checkered with an impressive lead over second.

When the green flag dropped in the Seniors over 40 class, Lars Larsson (Hallman Racing) showed everyone that age is no object when you have what it takes. By the last lap, Larsson still had the lead and held off his competitors to claim the overall win with Hoyt Stathem, Dennis Rosenberg and W.C. Thornton in second, third and fourth very close behind.

David Aldana (Master) showed unusual style and spectacular racing that was entertaining for the spectators. Aldana (Hon) took the holeshot and by the middle of the race was clocked at approximately six minute laps with a three minute lead over second place. Larsson, the winner of the Seniors class, was in second position, and Jim Berry was in hot pursuit in third. Throughout the race, Aldana stretched his lead and took the checkered. Larsson finished in second with Berry a close third.

Guy Urquhart-sponsored 17-year-old Randy Norman came around on the first lap of the 250cc race in the lead. Chris Harrold was hot on Randy's trail until the third lap, when Robert Nolin (Yam) overtook Chris for second. Norman crossed the finish line with a good lead over Nolin, of Kearny Mesa Yamaha, who took second. Chris Harrold from Guy Urquhart claimed third.

The Open race wasn't as easy for Norman as the 250cc race. Randy took a last place start, and Craig Adams made the holeshot. By the end of the first lap, Randy was in the lead. By the second lap, Craig had dropped way down, but the leaders were still very close. Norman was still in the lead with Raymond Cates, Danny Sanchez, Paul Huffman and Roland Dean all fighting for a chance at the lead.

By the fifth lap, the pack had spread out, and Norman had a one-minute lead over second, Sanchez. Huffman established his third place position, and Dean was trying to hold off competitors for fourth. They finished in the above order.

Both Randy Norman and Chris Harrold would both like to thank Guy Urquhart for all the support and for making racing possible for both of them.

Belluzzi pulls off Arizona Coliseum MX

By Pam Hardin

PHOENIX, AZ, JUNE 5-6

In the first indoor stadium race held in Arizona, Bobby Belluzzi captured the overall money in the 250cc Experts.

In anything new there are more than a few bugs to be worked out. In this race, however, there were more than a few. The main problem was the track was just too small and consisted of bare concrete areas and a ramp jump.

The motos had one practice lap and were lined up according to qualifying times. In the first moto, Chappy Blose started off by taking a spill. Pat Imbriale grabbed the lead with Tom Tait and Bobby Belluzzi following. Belluzzi quickly went to second and then slipped by the leader.

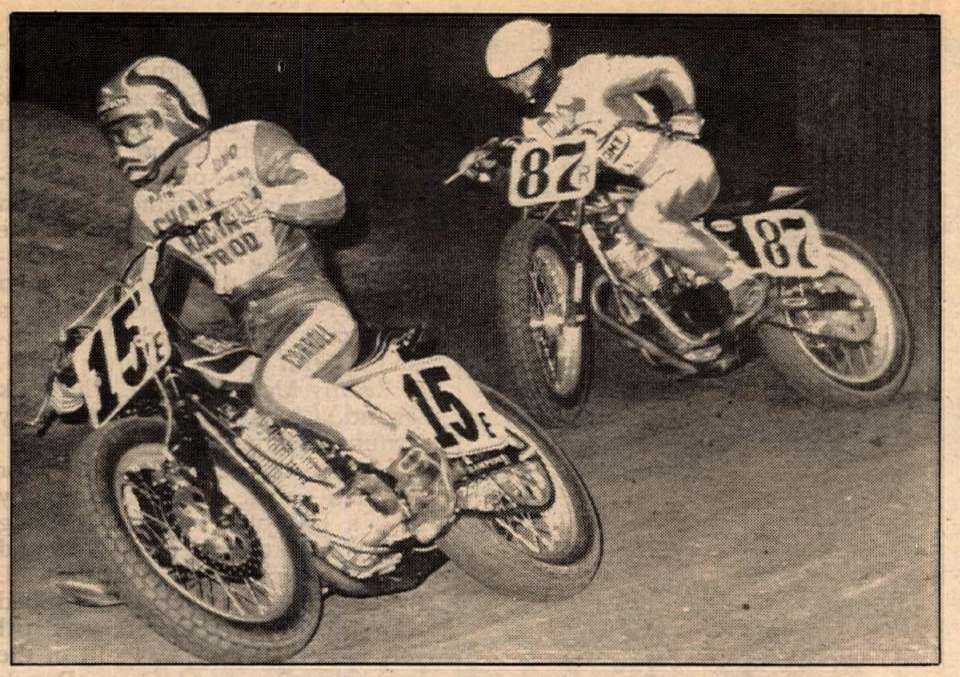
Tait and Gary Dircks got by Belluzzi after he stalled twice. Dircks left Tait behind and Belluzzi passed Dircks on his favorite part of the track, the doubles.

The race took a turn toward melee as several riders diced in the front positions including Dircks, Chappy Blose, Belluzzi and Imbriale.

Blose suffered a mechanical failure and Dircks and Belluzzi hit on the ramp jump, leaving Belluzzi with a gashed knee. In a controversial decision, the judges docked Dircks a lap and Belluzzi was given the official win.

In their second moto, Pat Imbriale took the lead again, only to have it taken away by Blose, with Bryan Hayes and Belluzzi behind. Imbriale was left in a berm after being passed and ended up last after having trouble starting his bike.

Jon Imbriale was methodically passing till he got to fourth, but Bel-



Ascot TT winner Charles Carroll leads Pete Hames.

luzzi wouldn't give him an inch. The Honda rider, in third, was making a strong threat to Hayes' second, but a downed bike at the end of the doubles got in his way and slowed him down enough to stop any thought of second.

Results

125 EX: 1. Chappy Blose; 2. Drey Dircks; 3. Paul Bowman.

250 EX: 1. Bobby Belluzzi; 2. Chappy Blose; 3. Jon Imbriale.

OPEN EX: 1. Pat Andonides; 2. Bob Russell; 3. Mike Yogerst.

TT

Y-ZINGER: 1. Chucky Cook; 2. Mark Maynard.

PEE WEE: 1. Shannon Anderson; 2. Brandon Beggs; 3. Marty Yogerst.

MINI: 1. Mike Baily; 2. Todd Yogerst; 3. Syd Nichols.

POWDER PUFF: 1. Patricia Freimark; 2. Kathy Costello; 3. Beth Franzen.

250 NOV/AM: 1. Scott Powers; 2. Bobby Erxleben; 3. Rick Rector.

250 EX: 1. Dan Mullins; 2. Rick Williams; 3. Dennis Parks.

OPEN NOV: 1. S. Montange; 2. Don Holder; 3. Ronald Masterson.

OPEN AM: Ric Crandell; 2. Butch Odom; 3. Charlie Hahn.

OPEN EX: 1. Bob Russell; 2. Tom Burcham; 3. Mike Yogerst.

Russell with another Canyon ST/TT win

By Jauna Balderston

PHOENIX, AZ, JUNE 4

As the season points begin to be calculated and the racing season winds down to the halfway point, racers gathered at the latest Canyon race.

The Open Amateur main on the TT track found contenders Ric Crandell and Butch Odom vying for the checkered flag. They came into corner one tight for the holeshot. While pulling away from the rest of the pack, they continued to battle for number one position. They gained a large lead on the number three man, but kept their own places close. Crandell took the win and Odom finished second.

As the riders came together for the start of the Open Expert TT main, Mike Yogerst grabbed the holeshot, and led the race for one fourth of a lap. Bob Russell then took the first place role while Yogerst and Tom Burcham fought for second place. Burcham gained second place and moved on Russell's prime position. As they widened their gap on Yogerst, the battle for first continued. Russell pulled away to finish the race in first with a large spread between first, second, and third.

Results

ST

Y-ZINGER: 1. Marty Yogerst; 2. Mark Maryanrd; 3. Chucky Cook.

PEE WEE: 1. Shannon Anderson; 2. Brandon Beggs.

MINI: 1. Todd Yogerst; 2. Mike Bailey; 3. Danny Kirk.

POWDER PUFF: 1. Patricia Freimark; 2. Beth Franzen; 3. Kathy Costello.

250 NOV/AM: 1. Bobby Erxleben; 2. Dennis Leiler; 3. Randy Jacobs.

250EX: 1. Guy Warner; 2. Danny Boaz; 3. Dennis Parks.

OPEN NOV: 1. Victor Hensley; 2. S. Montange; 3. Don Holder.

OPEN AM: 1. Ric Crandell; 2. Virgil Zumstein; 3. Butch Odom.

Carroll claims CMC Ascot TT win

By Maureen Lee
Photo by Dan Mahony

GARDENA, CA, JUNE 3

A rough, cobby track faced riders tonight for the Continental Moto-sports Club's TT scrambles. The Minis especially found it a bit tough. There were just four of them running together, and two of 'em fell off in the first round and one in the second. Brian Alsobrook stayed upright and in front for two straight followed by Philip Carter while Dan Koogle and Jim Josephson swapped the other two places around.

Brent Bowers completely outrode the top speed of his motorcycle in the 125cc Junior/Intermediate class as he fought it out with David Ehrhart. Ehrhart was quicker down the straight, but Bowers would pull up in the esses, and that was where he scored his win.

Second race, Brent ducked inside David and took the lead. Ehrhart tried to stay with him, got into the big marbles and unloaded, but bounced up, remounted and still got second.

Bill Bartels did in the Old Timers and Veterans with two straight. In fact, he really got with it while the rough track appeared to make some of the others a bit cautious.

The 500cc Pro class keeps on rolling, always providing most of the action. Pete Hames won the first race after he grabbed the lead over Bud Carroll and Dan Kane as they all arrived in turn two together. Kane went too wide and Roger Thompson slid into third, staying behind Carroll the whole race. Behind a bit Ken Corpe, Dennis Pinheiro and Jay Lewis were scrapping. Pinheiro made one

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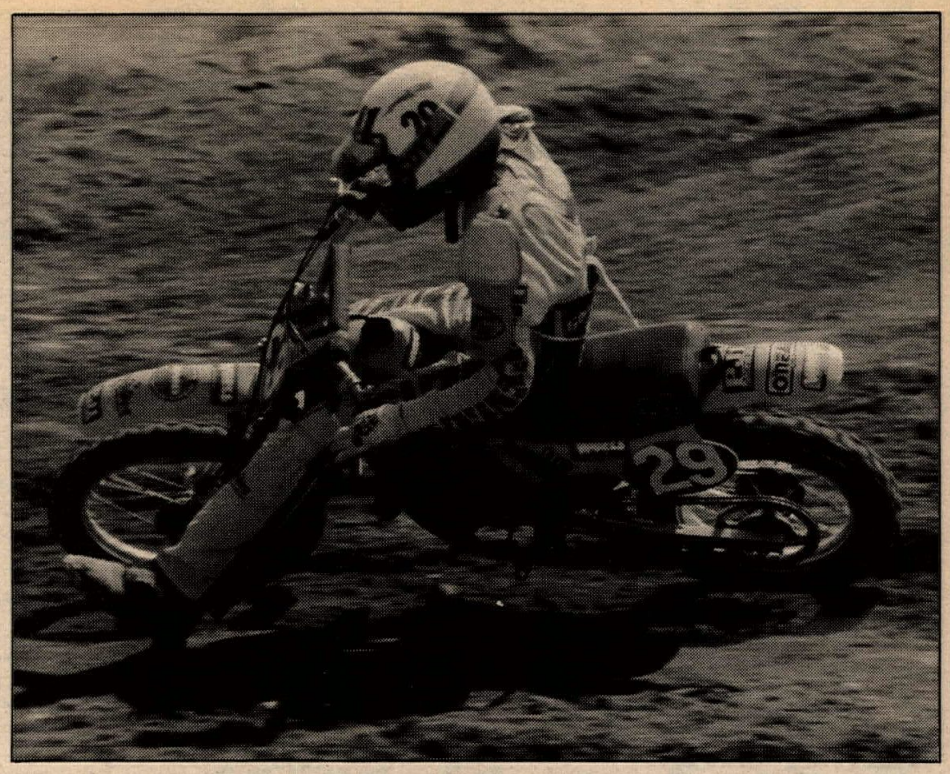
Pete Snorteland was a double winner at CRC Indian Dunes.



Danny Barnett took his class at the Dunes' CRC race.

move where he got by both of them as they emerged onto the straight. Neat!

Next race Hames again went into the lead, but Carroll was right with him and got him in turn one. By then the track was hard, bumpy and narrow with heavy marbling everywhere but in the groove and Bud and Pete put on one hell of a show with Carroll defending his number one spot right to the end for first overall. Again, with a good solid third was Thompson with a good group behind him.

Results

MINI JR: 1. Brian Alsobrook (Hon); 2. Philip Carter (Yam); 3. Dan Koogle (Hon).
125 JR: 1. Kurtis Cushman (Suz); 2. Scott Alsobrook (Yam); 3. Larry Saxon (Hon).
125 INT: 1. Brent Bowers (Yam); 2. David Ehrhart (Yam); 3. Rex Wessels (Yam).
VET MSTR: 1. Bob Bell (Tri).
VET INT: 1. Jon Stillman (Hon).
VET JR: 1. Bob Walker (Yam); 2. William Fulton (Yam); 3. George Richardson (Hon).
OT JR: 1. Bob Jack (Hon); 2. Bob Schneider (Yam).
OT MSTR: 1. Bill Bartels (Yam).
250 PRO: 1. Jeff Springman (Yam); 2. Jay Lewis (Yam).
250 int: 1. Orlando Lamboy (Hon); 2. Lee Lindsay (Kaw); 3. Brent Bowers (Yam).
250 JR: 1. Jeff Runyon (Yam); 2. Keith Williams (Hon); 3. Michael Friedrich (Yam).
500 PRO: 1. Charles Carroll (Yam); 2. Pete Hames (Yam); 3. Roger Thompson (Yam).
500 INT: 1. Woody Lindsay (Yam); 2. Orlando Lamboy (Hon); 3. Lee Lindsay (Kaw).
500 JR: 1. Nigel Gale (Yam); 2. Bob Walker (Yam); 3. Jeff Runyon (Yam).
OPEN SPTSMN: 1. Woody Lindsay (Yam).
OPEN PRO: 1. Pete Hames (Tri); 2. Roger Thompson (Yam); 3. Charles Carroll (Yam).

Dymond does it again at OCIR MX

By Steven Crosby

IRVINE, CA, JUNE 3

Maico-mounted Micky Dymond traded moto wins with Ceet's Jim Brodie to capture the 250cc Pro title for the second time in as many weeks at Orange County International Raceway. The turnout at the R.A.C.E. event really jumped when everyone heard about the new section in the track and recovered from the three-day weekend. And as an added incentive to win, all of the Thursday night races in June will be qualifiers for the California Racing Club's Amateur Day at the L.A. Coliseum on July 18.

The story in 250cc Pro was the new Pro section. Most all of the Pros were here the week before and had a chance to run through the tricky whoop-de-doos. Everyone made it through cleanly sometimes, but no one made it every time. Consequently, each time the leaders came near the finish line it was even odds someone would run into trouble. In the first moto Rick Rodgers (Kaw) took the early lead and held on for a lap. Then on the second lap the Pro section got the better of him and he dropped to second, giving the lead to Brodie. Brodie kept his Honda up front for several laps until he went down, guess where, and Dymond, who had passed Rodgers a lap earlier, took over. But Dymond's lead only lasted two laps until he messed up in the Pro section and Brodie took the lead back. Brodie held on for the checkered flag with Dymond and Rodgers following.

In the second moto Brodie wrestled the holeshot from the others and tried to pull away. But Dymond and Rodgers were close behind. After a few laps Brodie and Dymond pulled away, leaving Rodgers secure in third. At the halfway point Dymond started to try to force Brodie into a mistake or into a bad line so he could pass. That didn't work too well, so Dymond tried to set up Brodie in each turn. A couple of times through the stutter-bumps had Dymond edge a wheel in front but Brodie had the lead at the next left hand turn. With two laps left Dymond left the gas on a little longer over a jump, took the inside over the tabletop turn and emerged in the lead. Dymond held on for the overall win; Brodie ended up second.

The 125cc Novice Division Two was a toss-up this week. Don Kelley took his Corvette Works-backed Yamaha to the first moto win after passing Doug Hawkins in the middle of the race. Kurt Strand passed Hawkins for second with a couple of laps left and Hawkins had to settle for third. In the second go-around, which turned out to be a scorer's nightmare with an 11, 11x and a 111, Strand piloted his way to the win with Eric Clemson moving from sixth place to second in five laps. Hawkins, who again got passed in the later laps settled for third. Overall, it was Strand (2-1), Hawkins (3-3) and Eric Clemson (5-2).

Results

60 BEG: 1. Joey Portillo (Yam); 2. Bobby David (Yam).
60 NOV: 1. Jason Collier (Yam); 2. Wesley Klein (Yam).
60 EX: 1. Shane Hunt (Yam); 2. Bubba Erickson (yam).
MINI BEG DIV I: 1. Jeff David (Yam); 2. Don Burke (Yam); 3. Steve Wamboldt (Yam).
MINI BEG DIV II: 1. Tim Galceran (Kaw); 2. Jeff Matiasevich (Yam); 3. Donny McGlaughlin (Yam).
MINI BEG DIV III: 1. Gary Benedict (Yam); 2. Lance Laverty (Yam); 3. John Berg (Yam).
MINI NOV: 1. Bunky Morton (Suz); 2. Chris Broders (Kaw); 3. Jerry Cotter (Kaw).
MINI INT: 1. Derek Nye (Yam); 2. Tom Combs (Kaw); 3. Randy Gatica (Kaw).
MINI EX: 1. Mike Roberts (Yam); 2. Larry Brooks (Suz); 3. Tim Rutherford (Kaw).
125 BEG DIV I: 1. Gilbert Gallo (Yam); 2. Bob Haney (Kaw); 3. Larry Gombos (Yam).
125 BEG DIV II: 1. Mike Webber (Kaw); 2. Tony Wright (Yam); 3. Todd Zoriki (Suz).
125 NOV DIV I: 1. Richie Hovis (Yam); 2. Mike Magallanes (Yam); 3. Steve Potter (Kaw).
125 NOV DIV II: 1. Kurt Strand (Kaw); 2. Doug Hawkins (Kaw); 3. Eric Clemson (Yam).
125 INT: 1. Scot Clifton (Suz); 2. Dan Hovis (Yam); 3. Ryan Roberts (Hon).
125 PRO: 1. Tracy Meeks (Kaw); 2. Taylor Marcell (Yam); 3. Gary Hazdra (Suz).
250 BEG: 1. Tom Jarrell (Hon); 2. Mike Overby (Kaw); 3. Aron Briggs (Hon).
250 NOV: 1. Pat Killam (Suz); 2. Bryan Paquette (Hon); 3. John Estes (Mai).
250 INT: 1. Rob Trone (Hon); 2. Carl Reed (Suz); 3. Von Wallace (Kaw).
250 PRO: 1. Micky Dymond (Mai); 2. Jim Brodie (Hon); 3. Rick Rodgers (Kaw).
OPEN BEG: 1. Jeff Bragia (Yam); 2. Tom Anderson (Hon); 3. Paul Stewart (Yam).
OPEN NOV: 1. Brian Blender (Suz); 2. Jeff Aziz (Hon); 3. Karl Holmberg (Yam).
OPEN INT: 1. Don Glover (Yam).
OPEN PRO: 1. Brian Fry (Hon); 2. Curt Davidson (Yam).
VETS: 1. Mike Goodwin (Yam); 2. Richard Long (Yam).

Snorteland super at CRC Dunes MX

By Lee Taylor
Photo by Greg Taylor

VALENCIA, CA, MAY 30

On Memorial Day Weekend, an extraordinarily fast and competitive Indian Dunes International Track, worthy of its name, brought a day of double and quadruple wins in the Intermediate and Pro ranks, plus gutsy racing by Beginner Dean Lane on a 1976 250cc Yamaha.

Yamaha support racer Pete Snorteland, long considered one of southern California's leading Pros, turned his mounts loose and quite simply was unbeatable in both Open and 250cc Pro contests, taking down back-to-back wins for both classes.

The first moto for the 250cc Pros found Snorteland fighting to take command. What with Kal-Gard's Russ Wageman and Kawasaki-mounted Kenny Zahrt dicing for the lead, Snorteland was on the gas and slipped into second when Wageman bailed radically in the middle of the pack. Suzuki pilot Craig Cole overtook third, and the heat was on Zahrt. The three men pulled far away into their own world, providing the race-hungry crowd with wheel-clashing, mid-air dices down to the end. Snorteland snaked the lead, holding "Old King Cole" to second and Zahrt to third.

When the machines came to life for their second round of action, Wageman once more grabbed the holeshot only to find Cole swinging into the lead by the top of the start hill. Snorteland was fighting, in fourth and picking off racer after racer like a raging bull! With the moto drawing to a close, Cole and Snorteland held a private drag race down to the end with Snorteland finally inching past Cole for the gold and holding him to second to the end. Wageman finished in third, good for fourth place money, and third overall loot went to Zahrt for a super 3-5 ride.

A gutsy 1976 Yamaha that never for one moment believed it couldn't be competitive while piloted by Dean Lane won the hearts of the spectators in the 250cc Beginner contest. The start of the first round found Lane in ninth, fighting his way up through the pack and into third by the end. Marty Desbrow, guiding a Honda four-stroker for Mac Tools, took charge of the moto and held Mark Wiklund to second down to the wire.

In their final race of the day, Wiklund led the way with the four-stroker thundering up behind in the shotgun position. Along came Lane, rounding out the terrible trio, and the three men put the rest of the field to shame, a gutsy gang hanging on to the top three positions by the skin of their teeth. By the end of the day Wiklund took home top honors with a 2-1 ride, Disbrow's four-stroker gathered up second place gold, and Lane's 1976 Yamaha gave a brilliant 3-3 performance for third overall.

Results

60 NOV: 1. Eddie Caumond (Yam); 2. Sean Blanchard (Tam); 3. John Shaver.
60 INT: 1. Jason Collier (Yam).
60 EX: 1. Alvin Matthews (Yam); 2. Bubba Erickson (Yam).
80 BEG DIV ONE: 1. Danny Barnett (Yam); 2. Mike Kiedrowski (Yam); 3. Alvin Matthews (Yam).
80 BEG DIV TWO: 1. Rob Sassen (Hon); 2. Glenn Gardy (Kaw); 3. Robert Forest (Suz).
80 NOV: 1. Chris Burgess (Suz); 2. Jason Davenport (Yam); 3. Jeff Mabery (Kaw).
80 INT: 1. Gary Riekki (Yam); 2. Curt Trimble (Yam); 3. Randy Gatica (Kaw).
80 EX: 1. Jeff Barbacovi (Yam).
100 BEG: 1. Alan Pierce; 2. Paul Damia (Suz).
100 NOV: 1. Tobby Lawes (Yam); 2. Chuck Whitmore (Suz).
100 EX: 1. Steve Van Duzen (Yam).

125 BEG: 1. Rick Jordan (Yam); 2. Tom Terramani (Yam); 3. Warren Heath (Yam).
125 NOV DIV ONE: 1. David Antillian (Yam); 2. Steve Dye (Suz); 3. Joseph Crouch (Suz).
125 NOV DIV TWO: 1. Michael Knapp (Kaw); 2. Trey McFarland (Yam); 3. Gary Sallors (Suz).
125 INT: 1. Tom Stout (Yam); 2. Bob Simons (Yam); 3. Jon Zahrt (Kaw).
125 PRO: 1. John Drury (Hon); 2. Gary Bowman (Suz); 3. A.J. Whiting (Yam).
250 BEG: 1. Mark Wiklund (Hon); 2. Marty Desbrow (Hon); 3. Dean Lane (Yam).
250 NOV: 1. Dan Fitzgerald (Suz); 2. Michael Vrechota (Yam); 3. Pete DeGrandis (Suz).
250 INT: 1. Randy Morales (Yam); 2. Kevin Allman (Yam); 3. Kevin Holmes.
250 PRO: 1. Pete Snorteland (Yam); 2. Craig Cole (Suz); 3. Ken Zahrt (Kaw).
OPEN BEG: 1. Jim Wyatt (Yam); 2. Matt Dunlap (Suz).
OPEN NOV: 1. Mike DiStefano (Yam); 2. Philip Baron (Mai); 3. Bob Burleigh (Hon).
OPEN INT: 1. Chris Mallory (Mai); 2. Dan Baker (Hon); 3. Russ Davidson.
OPEN PRO: 1. Pete Snorteland (Yam); 2. Willy Simons (Hon); 3. Fred Hudgens (Mai).
VET JR: 1. Jerry Thayer (Yam); 2. Wiley Seitzler (Suz).
VET INT: 1. Raul Escamillo (Hon); 2. Roland Thompson (Yam); 3. Tom Sawyer (Yam).
VET SR: 1. Jim O'Neal (Suz); 2. Gary William (Suz); 3. Bill Millar (Suz).

CRC Dunes night MX a Simons family affair

By Lee Taylor

VALENCIA, CA, MAY 28
Bob Simons, youngest racer on the Simons Family Racing Team, showed his true colors to his fans tonight at Indian Dunes by fighting from wire to wire for the California Racing Club's 125cc Intermediate class win.

First moto action found Simons engaged in a rip-roaring duel with Honda-mounted Killy Pugmire, riding for Arco and BG Oil. Simons' Simi Yamaha mount ate up the turf in a wheel-banging, classic Yamaha-Honda confrontation. While brothers Jimmy and Willy cheered themselves hoarse, Simons took command and held Pugmire to second down to the final lap when Pugmire made a mid-air pass for the moto win that sent his fans bouncing off the wall. Pugmire held to the end with Simons in second and Kawasaki racer Herman Loalza holding firm in third.

When the racers blasted out of the gate for their final encounter, once more Pugmire and Simons dueled, and this time Simons grabbed the reins and took home the gold, holding Pugmire to second-place honors for the evening and Cam Johnson, with a super smooth 4-3 tally, cinching third overall.

When the 125cc Pros blasted out of the gate, big brother Jim Simons, Yamaha-mounted out of Simi Cycles, fought a field of worthy adversaries, amongst them Bob Kline and Robbie Healy, to gather first moto honors. Throughout the moto, Kline's Honda was glued to Simons' rear fender. Both men fought off Derrick PeBonette in third. By moto's end, positions held.

The second round of action was a heartbreaker for Healy, who crashed hard at the top of the hill on the start. David Hussey was on the gas and soon in third, hounding leader Kline down to the end. When the checkered flag waved them home, Kline grabbed the pot of gold, Hussey's 4-2 ride cinched second place and taking down third overall honors was PeBonette with a solid 3-3 day.

Results

125 BEG DIV ONE: 1. Eric Casas (Hon); 2. Todd Wimett (Yam); 3. Rick Jordan (Yam).
125 BEG DIV TWO: 1. Mike Slenhoff (Hon); 2. Les Gal (Yam); 3. Jason Coolbargh.
125 NOV: 1. Gary Yoshino (Suz); 2. Chris St. Marie (Yam); 3. Andy Stix (Yam).
125 INT: 1. Bob Simons (Yam); 2. Kelly Pugmire (Hon); 3. Cam Johnson (YZ).
125 PRO: 1. Bob Kline (Hon); 2. David Hussey (Suz); 3. Derrick PeBonette (Suz).
250 BEG: 1. Bill Colleti (Suz); 2. Marty Desbbch (Hon); 3. Jim Neubauer (Suz).
250 NOV: 1. Bruce Hiroshima (Suz); 2. Dan Fitzgerald (Suz); 3. Paul Wolfe (Hon).
250 INT: 1. Kenny Parry (Suz); 2. Kevin Holmes (Yam); 3. Steve Parry (Yam).
250 PRO: 1. Randy Commans (Yam); 2. Micky Dymond (Mai); 3. Ed Arnett (Hon).
OPEN BEG: 1. Scott Welcher (Yam); 2. Ed Tashjian (Suz); 3. Lee Wardell (Yam).
OPEN NOV: 1. Mark Pishinsky (Mai); 2. Mike DiStefano (Yam); 3. Cliff Charman (Suz).
OPEN INT: 1. Chris Mallory (Mai); 2. Bob Dunham (Yam).
OPEN PRO: 1. Willy Simons (Hon); 2. Greg Torgerson (Yam); 3. Ed Arnett (Hon).
VET JR: 1. Robert Fortier (Yam); 2. Jerry Thayer (Yam); 3. Dan Ostrosky (Suz).
VET SR: 1. Rick Hall (Yam).

Erickson excellent at CRC Dunes Mini night MX

By Lee Taylor

VALENCIA, CA, MAY 28
Back under the lights tonight, Bubba Erickson and Alvin Matthews locked horns in the California Racing Club's 60cc Expert contest at Indian Dunes. By the end of the night the Mini warriors were exhausted, their fathers hoarse and their groupies bouncing off the wall.

The first moto found Erickson, with a Yamaha support ride under his belt, out to make the factory proud and filled with gold fever. Erickson shot off the line in command, only to find Matthews, out of Sunshine Yamaha, riding shotgun. These two attacked the stadium whoop-de-doos with all the verve of the Pros though much smoother. With Matthews mere inches from slipping by, Erickson found himself slamming the door over and over again down to the wire.

Their second encounter found Matthews jump out in front, teeth gritted and ready and waiting to put Erickson in his place. Erickson bided his time and on lap two slipped a wheel under Matthews, maintaining control to the end. When their cat-and-mouse game was ordered to halt, Erickson skimmed the cream off the bottle by a mere half bike length over Matthews, leaving Matthews the second-place gold for the evening.

Mike Kiedrawski, aboard a Yamaha, took down a smashing pair of back-to-back wins for Division One of the 80cc Beginners. Throughout both he was constantly beseiged by Chuck Pegg, riding out of Kolbe Honda, and Alvin Matthews. These three minis fought each other relentlessly from wire to wire throughout two rough motos for command. When the checkered flag waved them home and off to bed, Kiedrawski pulled off his double win for the gold, Matthews emerged with second overall honors with a superb 3-2 night and taking down third overall was Pegg with a 2-4, trying his best to pass Bob Sassen throughout the second moto but having to settle for forth. •

Results

PEE WEE: 1. Damon Huffman (Yam).
NOV: 1. Sean Blanchard (Yam); 2. Joel Tokarsky (Yam); 3. Jeff Leonard (Yam).
INT: 1. Shawn Bates (Yam).
EXP: 1. Bubba Erickson (Yam); 2. Alvin Matthews (Yam).
BEG DIVISION ONE: 1. Mike Kiedrawski (Yam); 2. Alvin Matthews (Yam); 3. Chuck Pegg (Hon).
BEG DIVISION TWO: 1. Doug Allen (Yam); 2. Gary Wright (Suz); 3. Pougy Forest (Suz).
NOV: Chris Burgess (Suz); 2. Tony Fleming (Yam); 3. Jeff Hall (Suz).
INT: Gary Riekk (Yam).
EXP: 1. Larry Brooks (Suz); 2. Jeff Barbacovi (Yam).
BEG: 1. Jim Tatone (Suz).
NOV: 1. Tobey Lawes (Yam).

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NORTHERN DATELINE

Rick Burgett ran away with the 250cc and Open Pro wins at Boise.

Flat-tired Schalow takes Ridge Runners marathon

By Gerry Reagan

WATSONVILLE, CA, JUNE 13

Mike Schalow rode his Open class Husky over half of the two-hour race on a flat tire and just barely held off a last minute charge by Mike Marquez (Hus) to win the Ridge Runners M.C.'s marathon race today.

Schalow was running seventh at the end of the first lap and, knowing he had two hours to go, was content to remain in the middle of the 10 front-runners for the first few laps of the race. He charged into the lead on the 10th lap and began to take command of the race, holding on to that position until just before the midway point.

He pitted at the end of the 14th lap, losing only two places, but somewhere around that time he noticed air had escaped from his back tire. Undaunted, Schalow decided that since he had come here to race, he might as well keep on going as long as possible and continued to ride his very squirrelly machine around the difficult track. He somehow managed to keep up most of his previous speed and continued to hold onto his lead which he had regained four laps after his pit stop.

Marquez had been running a fairly consistent race, spending most of his time in the second spot, although well back from Schalow until he realized near the end of the race that he was beginning to gain rapidly on the leader. When he realized Schalow was slowing, Marquez began to pour on the coals and started to reel in the front-runner. With only one lap to go Marquez was about 10 seconds behind the leader, who was still managing to keep going at racing speeds.

Schalow's lead deteriorated quickly on the last lap, and as the two riders came out of the last turn, Marquez pulled up beside Schalow as they headed for the checkered flag. Schalow went for it, and it was a drag race to the line with Marquez finishing only a wheel length behind at the end of the two hour ride.

This was the second marathon the Ridge Runners have held on their Watsonville track. After their first one a month ago turned out to be so enthusiastically enjoyed by both the riders and themselves, the club members decided to drop their scheduled AMA motocross and hold the marathon instead. Judging from the comments of the riders, it looks like this was the way to go and future events at the Watsonville fairgrounds will include many more marathons.

Results

VET/OT: 1. Darrel Lawson/Tom Winkleman (Hus); 2. Dean Brown (Hus); 3. SteveMuscatell/Rory Muscatell (KTM).

125: 1. Rod Williams/Mike Daws (Yam); 2. Brian Bowen (Yam); 3. Tony Knowles (Yam).

250: 1. Greg Pennington/Scot Keller (Hon); 2. Mike Brumit/Rich Smith (Hon); 3. Gary Murphy/Ron Powers (Kaw).

OPEN: 1. Mike Schalow (Hus); 2. Mike Marquez (Hus); 3. Ron DiBasilio (Hon).

Rudy gets lucky at Little Polecat enduro

By Jim Bowman

DEER CREEK, CA, JUNE 13

Kawasaki pilot Iver Rudy gave it his all today, and capitalized on a little lady luck also, to zero the Little Polecat enduro and beat Discount Cycle Parts/Hi-Point-sponsored Jeff Henning by eight seconds.

Rudy, sponsored by Woodland Motorcycle Center, said after the event, "I was lucky. One of the Palenskes passed me in the rocks, and I hit a tree root and went down." When Rudy remounted, he discovered, in addition to the pains at his side and elbow, that he had broken his clock face and, worst of all, his odometer. Rudy finished the section, which was timed to the second, with almost a perfect score, but in desperate need of a working odometer. Rudy's brother Wayne said after the event that at the next reset, Iver offered him $100 for his odometer, but before Wayne could remove it, Iver had repaired his own with duct tape. Wayne then echoed his brother's comment about luck by saying that Iver had started the day with his clock set wrong by 10 minutes.

The first annual Little Polecat enduro started on trail and traveled on fireroad for much of the first loop. The first secret check, placed near the end of a narrow downhill trail, caught more of the A riders late than the later special tests. Honda/Inter-Link/Sierra-sponsored Jeff Irwin lost his only point in this section when he couldn't find an arrow at a turn. *Dirt Bike* Magazine's Tom Webb, who was part of a four-way tie with Irwin, Tracy Walters and Bill Dart for third overall, also lost one point here.

The second loop of the course started with a reset after the gas stop and a secret check right after the reset. Only sleepy or confused riders burned this check, though, as it could easily be seen through the trees. The section after this check led across a rocky off-camber hillside and generally claimed no time loss from the A riders, and a one-minute loss from the B racers.

Next, the riders were given a 15-minute reset, 10 miles of fairly easy fireroad and then routed into a winding uphill climb through dense trees. The average toll of this special test was one or two minutes for A racers, and four or five minutes for the Bs.

There were a lot of good things said after the Little Polecat enduro, and 250cc A Honda pilot Taz Harvey summed it up: "I think they did a good job for what they had to work with." This comment was common and often spoken with much relief and appreciation.

What the Merced Dirt Riders had to work with was lots of dust and a warm summer day; they countered this with reasonably safe speed averages on the fireroads, special tests in the less dusty rocks and trees and natural water supplies at two of the four generous resets.

The Merced Dirt Riders went out of their way to create an outstanding enduro for the riders and are giving extra trophies to the B and C overall winners as well. The club would like to thank the riders, the U.S. Forest Service, the County of Tuolumne Road Department and the California Highway Patrol for their support. Special thanks also goes to the Louisiana Pacific Timber Company for their permission to use their land.

Results

OVERALL WINNER: 1. Iver Rudy (Kaw).

200 A: 1. Kirk Ratzel (Suz); 2. Matt Cullins (Yam).

250 A: 1. Jeff Henning (KTM); 2. Bill Dart (KTM); 3. Tracy Walters (C-A).

OPEN A: 1. Iver Rudy (Kaw); 2. Jeff Irwin (Hon); 3. Tom Webb (Hus).

FOUR-STROKE A: 1. John Poor (Hon); 2. Larry Woodruff (C-A).

OT A: 1. Charlie Morgan (KTM); 2. Jerry Kramer (Hus); 3. Chuck Beatie.

200 B: 1. Jim Fleming (Kaw); 2. Peter Prichard (Hon); 3. Chad Hathaway (Hon).

250 B: 1. Steve Bender (Hus); 2. Dan Frietas (Suz); 3. Jim Bowman (Yam).

OPEN B: 1. Wes Wenger (Yam); 2. Randy Daughterty (Hus); 3. Ronald Roberts (Hus).

OT B: 1. Robert McDonald (Hus); 2. Arthur More (Yam); 3. Jon King (Hon).

WOMEN B: 1. Susan Poor (Hon); 2. Jeanie Morgan (Hon); 3. Patti Henning (Yam).

200 C: 1. Greg Houle (Kaw); 2. Josh Chandler (Hon); 3. James Allen (Yam).

250 C: 1. Robert Peterson (Hon); 2. Ralph Buffa; 3. David Rose (KTM).

OPEN C: 1. Antone Cernokus (Yam); 2. Wayne Marshall (Hus); 3. Pete Jensen (Yam).

OT C: 1. Larry Roberts (KTM); 2. Bill Jones (Yam); 3. Ken Deeg (Hus).

Burgett, Hannah obliterate Boise Gold Cup MX

By Marty Gregory
Photo by Sandy Beebe

BOISE, ID, JUNE 13

The Yamaha Perpetual Gold Cup Series came to Boise's Peaceful Cove motocross track today, and along with it came one Bob Hannah and (apparently) two Rick Burgetts. Burgett wasted the 250cc Pros with firsts in both motos and did the exact same thing to the Open class. Hannah, when not mobbed by fans, put on one of the most tremendous shows seen on the Owyhee Club's track since Sylvain Geboers was here in the early '70s. Bob rode a 125 Yamaha.

Blasting into an immediate lead quickly after each start, Hannah was truly awesome, an entire class above all but one or two other men on the course. The first 125cc go 'round saw Bob thread an experienced needle through a pack of crashing and stalling bikes. Jim Anderson (Yam) was contesting the lead with Hannah until he wiped out on the remodeled sand hill. From there on out, Hannah was alone and getting "aloner." He'd come through the sandwash (torn up and nasty) without bothering to put the front end down but a time or two.

Derrick Personnette (Suz) was Boise's only hope. Derrick *had* yet to lose a single 125cc moto going into today. Though he had beaten Anderson decisively on TT weekend, Personnette could not stay with "The Hurricane." He was still on the same lap as Hannah at the end of the moto, but not many other guys who started this race were.

The second one-two-five moto saw Hannah move right out again. Anderson hung in this time and wound up with a second. Personnette held on to third despite charges from Gary Kuest (Yam) who had also run fourth in the first moto.

Rick Burgett rode his own race in both 250 and both Open motos. Only Warren "Pud" Hickman (Yam) and Mark Olberding (Suz) could pressure Rick in the 250cc clash. But, even if it was Hickman, Burgett could motor away anytime anyone got close. Olberding was hanging tight in 250cc race number two until he went out with a crash just past the midway point.

The former National 500cc champ showed why they call him Lumberjack as he manhandled his hefty 490 Yamaha in the Open races. Need to change a line? No problem. Just pick the bike up in the middle of a corner and set it down a bit to the left!

Of interest in the Open class was the return of Loren Shockey (Yam) after a long absence following an injury in Nevada. Loren put on a good demonstration of stamina and courage as he zapped around for a 4-5 day at the races.

Results

PEE WEE : 1. Lowell Thomson, Jr. (Yam); 2. Paul Pitts (Yam).

PEE WEE B: 1. Butch Smith (Yam); 2. Boris Lee Portnoy (Yam); 3. Bart Jordan (Suz).

MINI A: 1. Todd Hoover (Yam); 2. Lowell Thomson, Jr. (Yam); 3. Larry Ward (Kaw).

MINI B: 1. Mike Crowell (Yam); 2. Bruce Johnson (Yam); 3. Larry Jackson (Yam).

100 A: 1. Dennis Fennell (Yam); 2. James Clendenen (Yam); 3. Wade Janssen (Yam).

100 B: 1. Todd Bruggman (Yam); 2. Mike Crowell (Yam); 3. Corey Barton (Yam).

125 A: 1. Dennis Fennell (Yam); 2. Todd Hoover (Yam); 3. David Broembling (Hon).

125 B: 1. Todd Bruggman (Yam); 2. Brian DuVall (Kaw); 3. Steve Cooper (Yam).

250 A: 1. Logan Edrington (Kaw); 2. David Froembling (Hon); 3. Willy Beebe (Hon).

250 B: 1. Bryan Lock (Yam); 2. Jim Lyngar (Yam); 3. Wednell Weekward (Kaw).

OPEN A: 1. Darren Obendorf (Yam).

OPEN B: 1. Ed Phillips (Yam); 2. Stephen Pitts (Yam); 3. James Dunn (Suz).

30-40 A: 1. Tim Fullnan (Hon); 2. Terry Hall (Hus).

30-40 B: 1. Sandy Beebe (Hon); 2. Leroy Smith (Hon).

125 PRO: 1. Robert Hannah (Yam); 2. Jim L. Anderson (Yam); 3. Derrick Personette (Suz).

250 PRO: 1. Richard Burgett (Yam); 2. Danny Diesso (Suz); 3. Ed Hickman (Suz).

OPEN PRO: 1. Richard Burgett (Yam); 2. Warren Hickman (Yam); 3. John Christian, Jr. (Yam).

Bennett, Green, Hurst strike at Sidewinders TT

By Clay Light

CLACKAMAS, OR, JUNE 11

Triumph-mounted Brad Hurst tonight socked it to the Experts for the second race in a row at Oregon Sidewinders TT racing in Clackamas, held under threatening dark, cloudy skies which looked to bring rain but actually held off until the last riders were off the track. Randy Green (Simpson/Bates/American Honda) took the Junior main, and Honda-mounted Dan Bennett took Novice honors.

Time trials had Hurst put in the fastest time of the evening with his 14.47 followed closely by Charlie

Barkman's 14.50. The Novice heat races went to Ryan Fisher (Vern's Air Sales), Jeff Harsha (Yam), Gary Trull (Longview Kaw) and Bennett (N-D/Bel Ray Hon).

The Junior heat races saw Green, Barry Pelkey (Simpson C-A), Mark Key and Emory Gray (Yam) take wins.

Expert heats and semis found Hurst (Panther Racing Frames/KRW/Woodland Hon Tri), Darrell Hendrickson (Tri) and Bob Moran (Seattle Yam/H-D) receiving the checkers first.

Mains went off right on schedule with the Novices being first out on the groomed course. Harsha showed the way at the start with Bennett, Fisher, Trull appearing in the top four at the end of a lap. Bennett took over at the start of lap two but only briefly as Harsha took over, but his lead only lasted another lap, and from there on in it was all Bennett. Harsha held down second with Vince Gildner (Hon), Trull and Daniel Cain filling out top positions in their mad scramble. With one lap to go, Bennett had the lead all to himself with Fisher making a late rally to move to second. Harsha took third and Gildner fourth.

The Junior main event had numerous re-starts. Key took the lead on the second try, but another massive pile-up caused delays, so it was decided to run an Expert race while the ambulance did their duties.

Once underway, Key collected another holeshot honor but was swooped up by first Green then Whiting. Pelkey poured it on late in the main to settle into second behind Green who opened up one of his famous leads while Pelkey made up lost time but to no avail. Key held on for third with Gray fourth followed closely by Curt Hunter (Yam).

The crowd roared its approval with the start of the Expert clash. National #75 Charlie "Brett" Barkman (Hon) launched off the line with scratch honors over Hurst, Jeff Campbell (Elite/Out Front/Vern's Air Sales/Simpson Sports/Harry Lilly Yam), Jeff McDaniel (Out Front No. Plates/York Hon), Mickey Fay (American Hon) and Bob Moran (H-D). Barkman was riding his absolute best trying to hold off Hurst. Hurst did manage to get by the Honda pilot while Campbell, Word and Fay had a three-way race going on for third. Campbell got by Barkman at the halfway point in the 15-lap event to go in for the kill on Hurst, which never happened as Hurst had it all wrapped up to take the win. Campbell took the handle on second while Word took Barkman for third.

This reporter, as well as everyone here, wishes a speedy recovery to Billy Oliver who took a hard spill in the main. Get well!

Results

MAIN
NOV: 1. Danny Bennett (Hon); 2. Ryan Fisher (Yam); 3. Jeff Harsha (Yam).
JR: 1. Randy Green (Hon); 2. Barry Pelkey (C-A); 3. Mark Key (Yam).
EX: 1. Brad Hurst (Tri); 2. Jeff Campbell (Yam); 3. Frank Word III (H-D).
TROPHY DASH
NOV: 1. Danny Bennett (Hon).
JR: 1. Randy Green (Hon).
EX: 1. Mickey Fay (Hon).
EX FAST TIME: Brad Hurst (14.47).

Sun dominates Rose Festival MX

By Brian Barnes

PORTLAND, OR, JUNE 10

Sunny 90 degree weather, coupled with the largest spectator turnout at Portland International Raceway this year, set the stage for MX Fox/Portland Honda's Ron Sun to completely dominate the 1982 Rose Festival motocross here this week.

To go along with his 125 and 250cc Pro wins, Sun made an extra $100 by winning the special "Dash For Cash." The rules were simple: If you managed a top three first moto finish in either 125 or 250, you would run a special three-lap race, backwards on the track, for $50 in each class.

The first motos in both classes belonged to Sun all the way. In 125, D&S Cycles Suzuki rider Ted Holt and Kawasaki support rider Kevin Jansen battled for the entire race with Jansen managing to get by for the second spot. Fourth went to John Woodley (Suz) with Jess Dirks fifth.

Hillsboro Suzuki's Randy Hubbard followed Sun on the holeshot in the first 250cc moto. Ron Vandehey (D&S Cycles Hus) took away Hubbard's second spot for a couple of laps, but the Suzuki pilot found a way back around on the last lap for the runner-up position. Vandehey was third, Cycle World's Darryl Semmler fourth and Rick Bozarth on a Suzuki fifth.

The riders who finished first through third then lined up at half-time for the special Dash For Cash. Sun won both motos handily, pocketing $50 for each win.

The second set then resumed with Sun winning both motos again, making him six for six on the night. Holt was the runner-up with Woodley third in 125, while 250 saw Hubbard and Vandehey again running second and third with that order holding to the finish. Semmler and Bozarth were fourth and fifth.

Don't forget to start planning on attending PIR's special $1,000 Pro Challenge to be held the Thursday after Washougal's National on August 12.

Results

PP: 1. Dawn Piazza (Yam); 2. Lori Howard (Suz); 3. Ruth McGuire (Hus).
WEE PEE WEE: 1. Darrin Huserik (Hon).
PEE WEE JR: 1. Chad Kishpaugh (Yam); 2. Mike Stevenson (Suz); 3. Darren Frye (Yam).
PEE WEE EX: 1. Britt Woodring (Yam); 2. Justin Stanning (Yam); 3. Richie Abrams (Yam).
MINI JR: 1. Troy Stewart (Yam); 2. Jon Davidson (Kaw); 3. Kevin Mann (Kaw).
MINI INT: 1. Mark Baumgardner (Suz); 2. Darren Rogers (Suz); 3. Randall Klettke (Hon).
MINI EX: 1. Dell Smith (Yam).
100 JR: 1. Craig Clark (Yam); 2. Ken Birkes (Suz); 3. Dan Cook (Yam).
100 INT: 1. Roger Sherrell (Yam).
125 JR DIV 1: 1. Glenn Hunter (Suz); 2. Chuck Goodrich (Kaw); 3. Wes Hanson (Suz).
125 JR DIV 2: 1. Anthony Tschaenn (Hon); 2. Jim McIntosh (Yam); 3. Eric Winters (Yam).
125 INT: 1. Darrin Currier (Suz); 2. Randy Jungworth (Kaw); 3. Dan Zimmerman (Suz).
125 PRO: 1. Ron Sun (Hon); 2. Ted Holt (Suz); 3. Kevin Jansen (Kaw).
250 JR 1: 1. Monty Bloemke (Hon); 2. Mark Horst (Kaw); 3. Greg Baldwin (Yam).
250 JR 2: 1. Terry Davis (Kaw); 2. Ron Kent (Hon); 3. Larry Bowen (Kaw).
250 INT: 1. Rick Wylder (Kaw); 2. Scott Isbell (Suz); 3. Mike Holbrook (Suz).
250 PRO: 1. Ron Sun (Hon); 2. Randy Hubbard (Suz); 3. Ron Vandehey (Hus).
OPEN JR: 1. Jay Loundagin (Yam); 2. Jeff Younce (Yam); 3. James Neff (KTM).
OPEN INT: 1. Dave Eakin (Hon); 2. Dennis Sweeton (Yam); 3. Bill Cop (Suz).
OTH INT: 1. Jeff Younce (Yam); 2. Glen LaChapelle (Mai); 3. George Dennis (Kaw).
OTH X: 1. Roger Knight (Yam).
OT: 1. Larry Sause (Hon); 2. Jack Burgoyne (Hus); 3. Richard Abrams (Yam).

Fennel takes two at Washougal's Amateur Gold Cup MX

By Brian Barnes

WASHOUGAL, WA, JUNE 6

Yamhill Yamaha/MX Fox-supported Denny Fennel came up the only double winner today in the Amateur portion of Washougal Motocross Park's Yamaha Perpetual Gold Cup Series race.

With almost 500 riders in attendance, it made for large fields in all the classes and a long day of racing.

Fennel's wins came at the expense of the riders in 100 and 125cc Expert. In the 100cc class, he outdistanced fellow Yamaha riders Billy Wellend and Wade Janssen, who finished second and third in each moto.

In 125cc Expert, Fennel again ran away with the winner's spot each moto, finishing with room to spare both races. The next three spots were hotly contested by Kawasaki support rider Jeff Chapman, Honda-mounted Keith Foidel and Yamaha ace Dennis Dolquist. Chapman took a fourth in the first moto and decided that the second time around he wanted to move up a couple of spots, which he did for runner-up honors. Foidel ran a strong third both motos for third overall, and Dolquist's first moto second along with a fourth netted him fourth overall honors.

The Pee Wee Experts saw somewhat of a surprise with Oregon Yamaha rider Jeff Daily taking two well deserved wins over Lowell Thompson, Jr. who won this year's 60cc Race of Champions at the World Mini Gran Prix.

In the 80cc Expert class, Larry Ward (ATK/Kaw support) finally took a long awaited first overall by virtue of his strong wins in each moto. Yamaha riders Scott Meyers and Todd Hoover battled for second and third overall, but a slight mistake on Hoover's part gave Meyers the decision.

In 80cc Intermediate, Mike Crowell got the overall on his Crowell Auto Parts/DG Yamaha. Corey Whitaker (Yam of Salem) beat Crowell the first moto but couldn't find a path around in the second. Corey Evans was third.

125cc Intermediate marked some of the day's best racing. A 41 rider gate with 47 riders behind it made for some very interesting starts. Two Suzuki riders came away with the first and second overall spots by virtue of their wins and fourth-place rides. Doug Eichner won the second moto for the number one spot while John Tollefson won the first moto but was fourth in the second for second overall. Honda rider Darren Monen ran strong races for third, and Yamaha-mounted Bill Holtman was fourth.

250cc Expert saw a number of lead changes due to some very stiff competition. Scott Isbell (Suz) took the overall with his 6-1 finish, Kyle Fast (Yam) was second with a 3-4 tally, and Dan Fitch (Suz) finished third.

The Open Expert race was again a Mark Evolsen and Peter Treadwell affair. Envolsen's Highland Honda CR480 took both wins with Treadwell's RM465 taking runner-up, Maico-mounted James Burns finishing third.

Results

PEE WEE EX: 1. Jeff Daily (Yam); 2. Lowell Thompson (Yam); 3. Grant Bergstrom (Yam).
PEE WEE INT: 1. Tara Harrison (Yam); 2. Boris Portney (Yam); 3. Jim Row (Yam).
PEE WEE JR: 1. Chad Kishpaugh (Yam); 2. Chris Cate (Yam); 3. Richie Trevino (Yam).
MINI EX: 1. Larry Ward (Kaw); 2. Scott Meyers (Yam); 3. Todd Toover (Yam).
MINI INT: 1. Mike Crowell (Yam); 2. Corey Whitaker (Yam); 3. Corey Evans (Yam).
MINI JR: 1. Larry Jackson (Yam); 2. Kevin Mann (Kaw); 3. Robert Hale (Yam).
100 JR: 1. Corey Barton (Yam); 2. Craig Clark (Yam).
100 INT: 1. Roger Sherill (Yam); 2. Jeff Miles (Yam); 3. Les Yokum (Suz).
100 EX: 1. Denny Fennel (Yam); 2. Billy Welland (Yam); 3. Wade Janssen (Yam).
125 JR: 1. Dave Hubbard (Suz); 2. Glenn Hunter (Suz); 3. Anthony Tschaenn (Hon).
125 EX: 1. Denny Fennel (Yam); 2. Jeff Chapman (Kaw); 3. Keith Foidel (Hon).
250 JR: 1. Curt Bird (Hon); 2. Mark Snover (Suz); 3. Michael Tomasini (Yam).
250 INT: 1. Rick Wylder (Kaw); 2. Craig Koski (Suz); 3. Todd Morris (Kaw).
250 EX: 1. Scott Isbell (Suz); 2. Kyle Fast (Yam); 3. Dan Fitch (Suz).
OPEN JR: 1. Jay Loundagin (Yam); 2. Curt Biro (Hon); 3. David Winter (Suz).
OPEN INT: 1. Doug Foster (Hus); 2. Mark Spooner (Yam); 3. Mike Rieck (Yam).
OPEN EX: 1. Mark Evolsen (Hon); 2. Peter Treadwell (Suz); 3. James Burns (Mai).
OTH NOV: 1. Tom Maynard (Hon); 2. R.A. Williams (Yam); 3. Randy Naylor (Suz).
OTH INT: 1. Kenneth Kullunson (Suz); 2. Rusty Garrison (Kaw); 3. Richard Sheperd (Suz).
OTH EX: 1. Mike Perry (Suz); 2. Tim Sullivan (Hon); 3. Don Schouweiler (Hon).
OT NOV: 1. Ed Parsons (Suz); 2. Kenneth Rieck (Yam); 3. Richard Abrams (Yam).
OT INT: 1. Sandy Beebe (Hon); 2. Grover Smail (Yam); 3. Gary Waldner (Mai).

McCormick, Keller, Shoppert snag Mulkey MX

By Clay Light

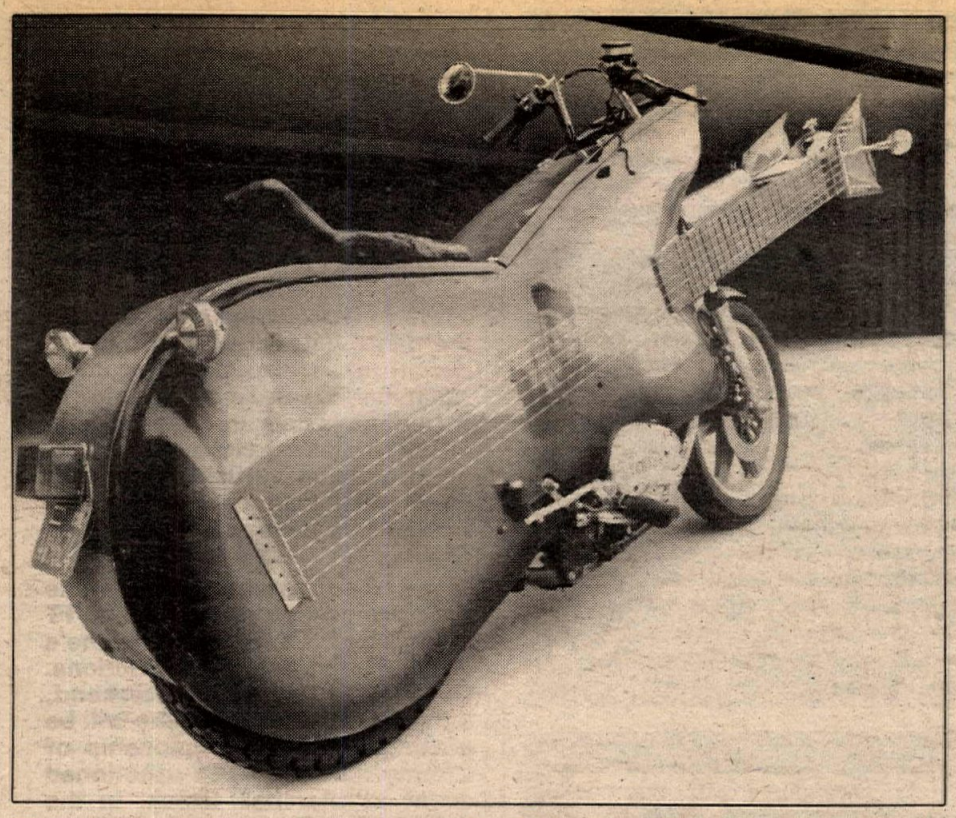
McMINNVILLE, OR, JUNE 13

Mike McCormick (Super Seer/R&D Racing/Fred's Cycle City Suz), Rodney Keller (KTM U.S.A.) and Lyle Shoppert (Shoppert Logging Mai) all shared one thing today at Mulkey ORV Park. They all claimed what no other riders could have, which was the Pro class wins at what looked to be a very muddy weekend but turned out to be spectacular racing. The sun made occasional appearances and dried the track to perfection.

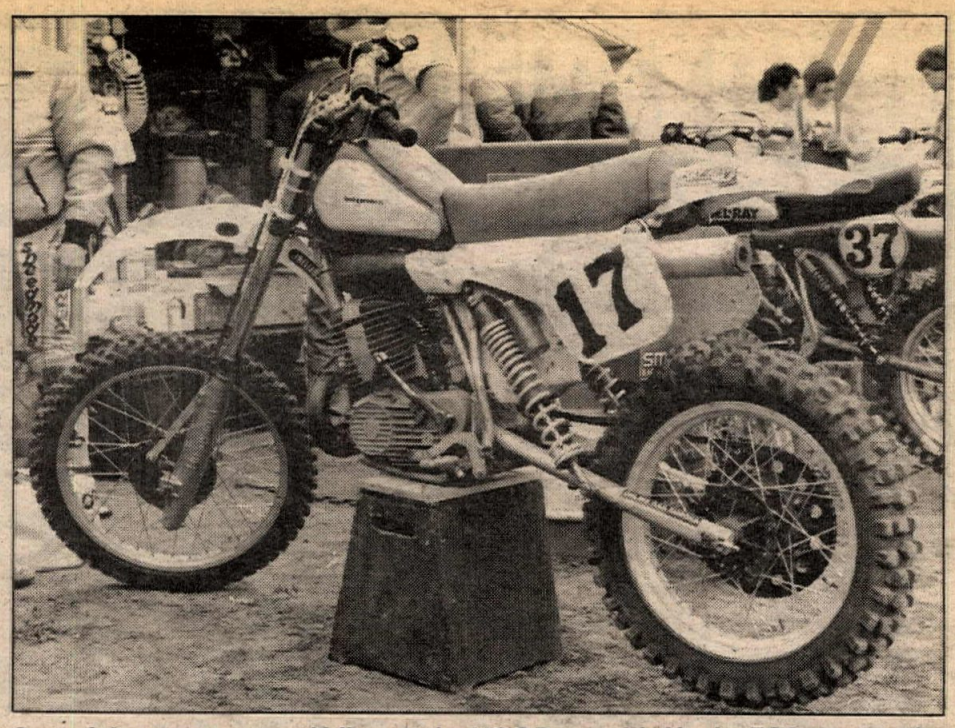
In the 125cc Pro class, McCormick took a holeshot to lead Robby Watilo (RW Racing/Yam of Salem), Larry Hoefenbredl (Yamhill Yam) and David Hettinga (RW Racing/Steve's Yam). McCormick and Watilo opened up an early lead on the pack of 14 riders, which included 125cc Experts. McCormick held a good lead with Watilo second followed by Hoefenbredl, Hettinga and Kevin Hoefenbredl (LOP/Gresham Suz). The only real action in the moto was between Hoefenbredl and Hettinga, who argued over the spot throughout the moto. McCormick took the win with Watillo second and L. Hoefenbredl getting the nod for third ahead of Hettinga and brother Kevin.

The second outing had McCormick once again lead Watilo off the line. White put his new Pro-Link into third while Hettinga and Kevin Hoefenbredl gave immediate chase. A battle between Watilo and White had White coming out on top with a good move to take the surprised Yamaha rider. McCormick had a six-second lead on Watilo, but Watilo got by White to close the gap a little. The finish order looked almost identical to the first. McCormick, Watilo were 1-2 again while third place went to White with Hettinga fourth.

The 250cc Pro class had 17 entrants which included three combined Experts. Mitch Kirkpatrick (Moto-X Fox/New West Suz) led the troops off the line into turn one but was instead used for traction by one or two that followed closely. Kirkpatrick's misfortune became Rodney Keller's fortune, and Keller walloped the pack in the early running to hold first over Mark Freese (Eugene Suz), Rick Bozarth (Gresham Suz) and Johnny Welch (Scott USA/DG/Yam of Salem). At the end of two laps it went Keller, Freese, Bozarth and Steve Smith (Cycle World Hon). Keller has always been known as a "wildman,"



This, believe it or not, is a motorcycle. A Yamaha 650 twin to be exact. It belongs to motorcyclist/musician/singer Ray Nelson, who has ridden it back and forth across the U.S. touring with his country/western band.



One of the most unusual bikes at the USGP was this Husky 500 automatic ridden by Bo Edberg. According to Husky's Motorcycle Product Manager Mark Blackwell, Edberg has ridden the auto, in either three- or four-speed configuration, in all the 500cc GPs this year and has qualified for each one.The bike sported the three-speed at Carlsbad with the prototype frame similar to that which Bill Grossi has been riding in the 500cc Nationals.

The correct number is 602/986-3060," said Ron.

Longtime motojournalist Bob Braverman passed away June 5 after a year-long battle with bone cancer. He was 52. Braverman is perhaps best remembered for his years with *Cycle Guide* magazine, although he started a number of other titles. He was recently involved in the automotive industry and SCCA Formula 5000 racing. He is survived by ex-wife Barbara, who took care of him during his illness, two children and two grandchildren. Godspeed, Bob...

Hey, touring clubs! Here's a deal that you won't want to pass up: Ron Pierce, the promoter of the June 26 stadium road race at Bakersfield's Mesa Marin Speedway, is offering a long distance trophy to the group that logs the most miles en route to the event, an on top of that, there's a keg of beer to the winners on the premises. For more details on the event, which kicks off with heat races Saturday night at 6 p.m., call Pierce at 805/872-0861.

Working with Pierce on the Bakersfield race is another road racer, Long Beach GP 250cc Invitational winner Dave Busby. Busby is recovering from injuries suffered when he crashed at Sears Point Raceway two days before the Budweiser endurance race in May. Busby suffered a broken neck, broken wrist and ankle injuries, but says, "I think my first race will be Laguna Seca (July 10-11). I get the brace off my neck next Wednesday, hopefully, and I plan to be ready as soon as possible."

The 1983 Harley-Davidson XLX-61, pictured in this column a few weeks ago when one was awarded to Jay Springsteen in commemoration of his record-setting 30th AMA Grand National win, features an interesting technical advance. When we say advance, we're not messing around. The bike has a two-stage ignition advance system that allows a return to high compression by controlling the spark advance. A vacuum switch attached to the carburetor senses the throttle opening relative to engine speed. For example, at 2,000 rpm the timing is set at approximately 55° BTDC. If the throttle is suddenly turned full on, the switch senses the low vacuum and slow engine speed, and the spark advance will immediately drop from 55° to about 20° BTDC to more efficiently burn the fuel. As the engine speed increases the spark advance returns to 55°. This allows the V-twin to run an 8.8:1 compression ratio on leaded regular.

At-Least-They-Spelled-His-Name-Right Dept. A press release concerning the Laconia Classic road race at Loudon, NH, offered the following gem: "There will be Dale Singleton, the 'Georgia Pig Farmer' riding Honda..."

Seven winners in the small engine skill contest of the Vocational Industrial Clubs of America Skill Olympics will be receiving full tuition scholarships to the Motorcycle Mechanics Institue in Phoenix, AZ. The seven are: Steve Ianson, John Drendel, Todd Stolarik, Scott Comfort, Mike Crutcher, Rick Lennen and Diral Tyler.

Team Hammer announced that it has selected Vancouver, British Columbia's Rhys Howard as a substitue for injured Bruce Hammer on the team's Chevron/Vance & Hines/Derale endurance racer. "We've watched Rhys all year," said Hammer. "He uses practice and pre-race testing to carefully and methodically set up and tune his machines, and goes fast when it's time to race. Rhys had shown his understanding of off-track promotion and has a cheerful, outgoing personality. We're happy to have him." Hammer also said that Howard was strongly recommended by Bob Work, the tuner and team manager behind Steve Baker's 1977 F750 World Championship.

Ensenada, the popular tourist attraction and starting point for many of the Baja off-road races, will be the site of the Factory Rider 5000 Motocross, to be held July 11 by the Continental Moto-sports Club. The race will be held on a private ranch 10 miles north of Ensenada, and Factory Rider of San Diego will offer $2,500 in Sportsman gift certificates, while CMC coughs up a $2,500 Pro purse and double Pro points. The track is about an hour from the U.S. border, and free camping will be available. For more information, contact CMC at 714/557-3323.

Ron Lechien, an up and coming SoCal motocross Pro and 1981 Mammoth Mountain 125cc Pro champ, sadly won't be able to defend his title at the annual Mammoth classic, this year scheduled for June 25-27. He broke his wrist while racing an AMA Amateur qualifier in Arizona June 13, and will be out of action for a few weeks. Heal quick there, Ron!

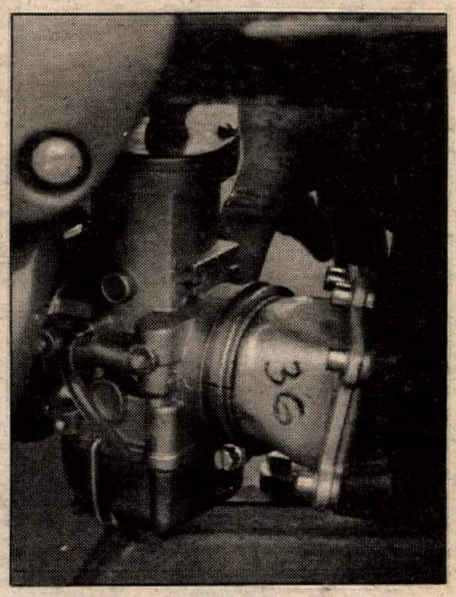
Kawasaki Motor Corp. will be posting contingency prize money for the upcoming NMA (Ponca City, Oklahoma) and AMA (Hurricane Mills, Tennessee) Amateur MX National Championships. National Champions who win aboard Kawasaki motorcycles will each receive a $500 savings bond and their parent, legal guardian, or tuner will get $500 in cash.

If you're into trail riding but wish you had more info on how to go about it, the AMA has the answer in *AMA's Trail Riding in America*, a new 128 page book containing over 200 maps and more than 1,100 references to off-road riding areas in 50 states. The book is available for $4.95 from Honda, Kawasaki, Yamaha and Suzuki dealers.

Team Suzuki MXer Kent Howerton, who broke his left leg at the June 6 Road Atlanta National MX, looks to be out of action for as long as six months. Howerton will undergo a cast change on June 22, at which time his bone specialist will give the final diagnosis. Drop a card or letter to 4107 Springview Drive, San Antonio, TX 78222.

Former Grand National Champion Steve Eklund, who holds tenth place in the Winston Pro Series point standings, failed to show for the Harrington National. Eklund, whose luck always seems to be bad at Harrington, opted to ride a June 13 IMDA Challenge series TT in Peoria, Illinois, which he won.

"I've decided to relinquish my spot on the ISDE team," said Jeff Fredette in a call to our office. Fredette, a four-time ISDE gold medalist, sustained torn ligaments in his right knee on June 6 while riding a MX. "I won't get the cast off for about three weeks and then the doctor will make a determination on whether or not to operate. The only fair thing to do, without knowing how long it will be before I'll be able to get back riding, is to let some other rider have a chance at going to the ISDE. It's a bummer, but I guess that's the breaks." Fredette's friends and fans can drop him a line at 17841 67th Ave., Tinley Park, IL 60477.



Andy Stacy and Mickey Kessler received new Maicos for the USGP. One of the most obvious features of the bikes was the cast-in reed block, not an accessory bolt-on item.

"I'm pulling out of the Six Days effort," said '81 ISDE top American Frank Stacy. "There's still so much to be done to make the Maico competitive, and we don't have time to do it. I don't go to the ISDE to be top American, I go to do really well overall. I guess I'll wait until next year and put something together then."

KTM has released a new 125cc MXer that has a single shock rear end, water-cooling, 40mm fork and a claimed weight of 209 pounds. The bike is available with either a CR (close ratio) or WR (wide ratio) gearbox. •

NORTHERN DATELINE

but out of the 125cc class he looks to be a hot prospect. Watilo came through the pack at a blistering pace to settle into second with a lap to go, but Keller was way too far out front to catch. Keller rode on to win while Watilo, Bozarth, Hettinga, Pippert, Smith and Skeet Hise (DG/Eastside Kaw) followed.

Moto two once again saw a yellow blur speed to the front of the pack which was being piloted by Kirkpatrick, who stayed on two wheels this time. Keller, Watilo, Bozarth and Terry Wise (Yam) tried to keep the leader within their sights. Kirkpatrick yielded to Watilo, who had Keller hot on his heels, on the first lap. Who ever won the moto between the two would get the overall. Keller got by Watilo after a tussle with third beign owned by Bozarth, Hettinga not far behind.

The Open Pros and Experts were combined. Shoppert took off in complete control with Ted Devol (DeVol Eng. KTM) and Ben Grable (Albany Hon) following. Shoppert had no problems taking the win as DeVol claimed second and Grable third.

Moto two had it Shoppert's way. He came around the track at a solid pace to outdistance DeVol and Grable who were again forced into runners-up honors.

Results

OPEN PRO: 1. Lyle Shoppert (Mai); 2. Ted Devol (KTM); 3. Ben Grable (Hon).
250 PRO: 1. Rodney Keller (KTM); 2. Robby Watilo (Yam); 3. Rick Bozarth (Suz).
125 PRO: 1. Mike McCormick (Suz); 2. Robby Watilo (Yam); 3. David Hettinga (Yam).
OPEN EX: 1. Al Fetterly (Suz); 2. Mark Envolson (Hon); 3. Rod Zimmerman (Suz).
250 EX: 1. Terry Wise (Yam); 2. Shawn Myers (Suz); 3. Lance Marshall (Suz).
125 EX: 1. Randy Jungworth (Kaw).
MINI EX: 1. Corey Whitaker (Yam); 2. Del Smith (Yam); 3. Billy Earle (Hon).
100 EX: 1. Tracy Bethel (Kaw).
30-40 EX: 1. Mike Perry (Yam); 2. Bob Leach (Yam); 3. Ron Long (Suz).
30-40 B: 1. Rusty Garrison (Kaw); 2. David Smith (Yam); 3. Gary Backstrom (Yam).
30-40 C: 1. Eric Reuter (Yam); 2. Steve Sorensen (Hon).
OPEN C: 1. David Winter (Suz); 2. Ronald Myers (KTM); 3. Barry Frazier (Yam).
OPEN B: 1. Mark Spooner (Yam); 2. Ron Long (Suz); 3. Mark Rieck (Yam).
250 B: 1. Kelly Welchel (Suz); 2. Tom Hilker (Yam); 3. David Steele (Suz).
125 B: 1. Mike Klettke (SUz); 2. Jody Jamieson (Kaw); 3. Mike Franciosis (Yam).
100 B: 1. Jeff Miles (Yam).
MINI B: 1. Matt Ramey (Yam); 2. Jeff Daily (Yam); 3. Randall Klettke (Hon).
250 C: 1. Scott Williams (Yam); 2. Mark Snover (Suz); 3. Jim McAllister (Suz).
PEE WEE: 1. Jeff Dailey (Yam); 2. Grant Bergstrom (Yam); 3. Travis Whitaker (Yam).
WEE PEE WEE: 1. Lance Schiedler (Suz).

Skiver super at SIR RR

By Bruce Scholten

KENT, WA, MAY 30

Randy Skiver must make Bellevue Suzuki very happy. The last few years he's not only dominated what's now called Open Modified Production, but he's often been successful against good TZ750s in (now called) Formula One. He managed this with a GS1000 (decorated with little more than "smooth bores and a pipe") and lots of flat track experience. In 1982 he's even more of a threat to his competition and continues to credit his sponsor. "It'd be tough to buy tires without their support. I wouldn't be doing it without Bellevue Suzuki."

Again today, Skiver won all Formula One and Open Mod Prod Heats. He's now mounted on a GS1100, modified by himself. While retaining stock head and bore, Yoshimura produced special high compression pistons, metered by Norris cams. Fox Shox and his own swingarm bridging help keep power to the asphalt.

Returned to racing and one of Skiver's biggest challenges is Bob Loose. On a Wasco-modified GS1000, "Fast Bobby's" slightly ported two-valve head is a little down on power. In the first Formula One heat, he took forth behind Pat Marinacci's Honda 900F. Chuck Wiley managed a second, riding hard on a pretty stock GS1100.

In heat two, Skiver eased off a bit. Loose diced with him, leading laps two and three. Chuck Wiley had third sewn up, or so we thought. Meanwhile, Z-1 mounted Steve Dick grabbed fourth from Pat Mariacci, who didn't much care--his better first heat guaranteed him fourth overall.

Skiver's wheelies (near the start-finish line) electrified the crowd, but Loose was still bucking for the lead. Skiver pulled out the stops but braked too hard in downhill turn three. When the rear wheel returned to earth, it chattered so hard he had to let off all the brakes, running into the escape road. Still upright, he re-entered where he'd left the track. Loose was 10 yards ahead, but Skiver somehow reeled him in to take the checkered flag first.

Chuck Wiley and Steve Dick quibled furiously over third place. Wiley got serious and stuffed his Suzuki as hard as he could through turn 10, highsiding across the S-F in third place. His bike didn't look as bad as he fell and Chuck popped up, happy with his overall second place. He also won Open Production.

Results

SIDECAR: 1. Mackenzie/Leavit (Hon); 2. Densmore/Carns (Hon); 3. Lovick/Ransome (Hon).
FORMULA 1: 1. Randy Skiver (Suz); 2. Chuck Wiley (Suz); 3. Robert Loose (Suz).
FORMULA 2: 1. Dale Franklin (Yam); 2. Paul Peiroli (Yam); 3. Mike Kenyon (Yam).
SUPERBIKE: 1. Robert Loose (Suz); 2. Steve Dick (Kaw); 3. Rocky Phoenix (Hon).
450 PRODUCTION: 1. Dick Burnham (Yam); 2. Larry Buck (Hon); 3. Dan Wood (Yam).
600 PRODUCTION: 1. Mike Johnson (Yam); 2. Quentin Hogan (Kaw); 3. David Roosevelt (Yam).
750 PRODUCTION: 1. Joel Ittner (Kaw); 2. George Roubicek (Yam); 3. Mark Bishop (Hon).
OPEN PRODUCTION: 1. Chuck Wiley (Suz); 2. Wayne Tanner (Suz); 3. Lewis Harruff (Duc).
450: 1. Marty Wilkison (Hon); 2. Dick Burnham (Yam); 3. Wayne Tanner (Suz).
600 MODIFIED PRODUCTION: 1. Gus Denzler (Yam); 2. Quentin Hogan (Kaw); 3. David Roosevelt (Yam).
860 MODIFIED PRODUCTION: 1. Dan Zlock (Suz); 2. Daryl Cornwell (Suz); 3. Gary Goodfellow (Suz).
OPEN MODIFIED PRODUCTION: 1. Randy Skiver (Suz); 2. John Brady (Kaw); 3. John Doyle (Suz).

Archer, Silhanek sail at SHR NMA MX

By Sally Sideliner

BRENTWOOD, CA, JUNE 6

Kimo Casey of Walnut Creek Honda took the first Open Expert moto holeshot today at Sand Hill Ranch's MX with Lance Coleman's KTM trying to keep the pace. Wayne Archer of Berkeley Yamaha held third, and the positions held with Casey gaining a big lead until the last lap when he hit a ledge on the uphill for a DNF. Coleman and Archer glided in for first and second.

Coleman holeshot moto two with Casey on his rear tire. Kimo manuevered an inside pass before chicken coop corner to take the lead and win. Archer passed Coleman on the downhill on lap seven, taking the second again.

CMC number one rider Shawn McConn led moto one of the 250cc Experts but halfway through had a poor landing off a jump that put him back to fourth. Alan Silhanek, Doug McRae and Danny Dobbins all managed to zip by as McConn straightened himself up and worked back to second by the end.

Silhanek and McRae raced the entire second moto wheel to wheel with Silhanek never quite able to get the front wheel past McRae's. Off the jumps side by side they were spectatular, but McRae managed to get his wheel into the corners first. McConn held a steady third.

Results

VET: 1. Frank Nye (Yam); 2. Jerry Caton (Suz).
VET INT: 1. Mike Collins (KTM); 2. Larry Baker (Kaw).
VET EX: 1. Peter Dill (Mai).
OPEN JR: 1. Shawn Smith (Hon); 2. Allen Wagonner (Yam).
OPEN INT: 1. Dick Mann (DMS).
250 EX: 1. Allen Silhanek (Suz); 2. Doug McRae (Yam); 3. Shawn McConn (Hon).
60 STK 6-11: 1. Jeannie Pruitt (Yam); 2. Robby Pascarella (Yam).
60 STK 9-11: 1. Mike Pascarella (Yam).
OT INT: 1. Douglas Baker (Hus); 2. Glenn Pruitt (Suz).
OT JR: 1. Craig Bostard (Suz).
OT EX: 1. Dick Mann (DMS).
60 MOD 9-11: 1. Jimmy Clay (Yam).
80 MOD NOV 9-11: 1. Chris Neal (Yam).
80 MOD NOV OVER 12: 1. Terry Cox (Yam).
125 EX: 1. Michael Whalen (Yam); 2. Steve Richards (Yam).
OPEN EX: 1. Wayne Archer (Yam).
80 STK INT: 1. Jay Knoles (Kaw); 2. Jason Mackenroth (Suz).
80 ST EX: 1. Tyson Vohland (Kaw).
125 INT: 1. Tim Aston (Kaw); 2. Marty Cooper (Suz).
125 JR: 1. Mike Giddes (Hon); 2. Mike Hamilton (Suz).
125 STK NOV: 1. Tim Carrillo (Suz); 2. Chris Stewart (Kaw).
80 MOD INT: 1. Jason Mackenroth (Suz).
80 MOD EX: 1. Tyson Vohland (Kaw).
250 INT: 1. Rick Olson (Hon); 2. Rich Mythen (Mai).
80 STK NOV 9-11: 1. Chris Neal (Yam).
250 JR: 1. Danny Sell (Suz); 2. Alan Laredo (Hon).
125 INT: 1. Tim Aston (Kaw); 2. Marty Cooper (Suz).
50: 1. Seth Young (Suz); 2. Noah Lell (Ita).

Day cooks Monterey night ST

By Bill Spencer

MONTEREY, CA, JUNE 5

Keith Day continued to cook the competition tonight at the regular Saturday night runs on the tiny Monterey Contry Fairgrounds short track, riding the wide cushion line better than the rest by a bunch. The Jim Chisum/ND-sparked KX was just too fast despite a good start by Bruce Johnson. The addition of three-wheelers has kept up spectator interest and added flavor to the already Daniel-in-the-lion's-den arena.

Winkie Freitas cleaned house once again and is well on his way to another number one plate in the minis. Ronnie Hayes kept him honest in the 80cc Expert class while Tom Carriger did the big chase scene along with Kelly Fischer in 100cc Expert.

Bob Damron and Craig Johnson had a great bash in 250cc Novice going 1-2. Kevin Crowley did the deed in 250cc Junior over Ricky Cremona and Jon Nunez despite some crashing.

Gary Ackeman got the start and used it to good advantage in to good advantage in the 500cc Novice main, winning over Rod Cahoon. Mark LaCasa didn't take long to get to the Junior class and won it easily while Scott Nail got the best of Jerry Warren in the Open Expert main.

Results

PEE WEE: 1. Jason Jenkins (Suz).
80 NOV: 1. Jeff Jackson (Yam); 2. Jason Cahoon (Yam).
80 JR: 1. Steve Raymond (Kaw).
80 EX: 1. Winkie Freitas (Yam); 2. Ronnie Hayes (Yam).
100 JR: 1. Steve Raymond (Kaw).
100 EX: 1. Winkie Freitas (Yam); 2. Tom Carriger (Yam); 3. Kelley Fischer (Yam).
250 NOV: 1. Bob Damron (Yam); 2. Craig Johnson (Yam).
250 JR: 1. Kevin Crowley (C-A); 2. Ricky Cremona (Yam); 3. Jon Nunez (Yam).
250 EX: 1. Keith Day (Kaw); 2. Bruce Johnson (Yam); 3. Frank Garcia (Kaw).
500 NOV: 1. Gary Ackerman (Suz); 2. Rod Cahoon (Yam).
500 JR: 1. Mark LaCasa (Suz).
500 EX: 1. Scott Nail (Mai); 2. Jerry Warren (C-A).

Klaudt captures two at SIR night MX

By Suanne Light

KENT, WA, JUNE 4

Cory Klaudt (Seattle Hon) returned to the winner's circle tonight at Seattle International Raceway's MX, which was run under threatening skies, but they only brought a shower. Klaudt took both 125cc Pro motos and both 250cc Pro motos. Jeff Chapman (Kaw) took both of the 125cc Expert races for the overall as he continues to dominate the class.

The largest class was 125cc B. Fourteen racers braved what looked to be a washout, but the heavy rains held off. Bob Monroe (Kaw) went to the podium with a 2-1 for the first overall with first moto winner Steve Oster (Burien Suz) following Monroe across the line in moto two for second overall. Craig Willey (Hon) was third with 3-4 scores.

The first 125cc Pro race was all Klaudt's from start to finish which left second open to Chad Paine (Suz) while Roland Shaff (Suz) took a third. Second race also went to Klaudt on his red rocket. Shaff slid into second in the sand with Paine third.

The 250cc Pro class had eight riders sign up, but only four finished. Klaudt romped the entire field in the first moto to win over Danny Diesso (Burien Suz), Jeff Moore (DG Hon) and Jon Jacobsen (Paulson's of Lacy Suz). DNFs took out Chad Torbergson, Tim Olson, Tom Moen and Stacy Thornton. Second verse was same as the first as Klaudt had little trouble taking the win over Moore who challenged Diesso and got the handle on second to finish that way overall. Diesso went 2-3 (third) and Jacobsen 4-4.

Mini Expert hot shoe Todd Hoover (Yam) is one rider who rides anything well. This time he whipped the 250cc Experts with a 2-1 score to take the overall brass with second to Stan Lund (Kaw) who had a 4-2. •

Results

250 PRO: 1. C. Klaudt (Hon); 2. J. Moore (Hon); 3. D. Diesso (Suz).
125 PRO: 1. C. Klaudt (Hon); 2. R. Shaff (Hon); 3. C. Paine (Suz).
OPEN EX: 1. T. Jones (Hon); 2. T. Lansford (Hon); 3. J. Pike (Hon).
250 EX: 1. T. Hoover (Yam); 2. S. Lund (Kaw); 3. S. Zerp (Suz).
125 EX: 1. J. Chapman (Kaw); 2. T. Bevaart (Kaw); 3. K. Howland (Suz).
MINI EX: 1. L. Johnson (Yam); 2. S. Rose (Yam); 3. O. Bray (Yam).
MINI B: 1. J. Nelson (Suz); 2. D. Smail (Yam); 3. B. Wilson (Yam).
MINI C: 1. T. Nanyen (Suz); 2. B. Thompson (Kaw); 3 S. Kryzky (Yam).
125 C: 1. M. Connelly (Yam); 2. R. Belshaw (Yam); 3. M. Williamson (Suz).
OTH A: 1. T. Lansford (Hon); 2. G. Roestel (Hus); 3. R. Thorwaldson (Hon).
OTH B: 1. J. Collin (Yam); 2. K. Snow (Suz); 3. B. Baker (Yam).
MASTERS: 1. G. Smail.
100 EX: 1. B. Welland (Yam); 2. T. Barber (Suz); 3. D. Stone (Suz).
100 B: 1. T. Sowards (Yam); 2. L. Yocum (Suz); 3. R. Davis (Suz).
100 C: 1. Steve Jodopich (Suz).
250 C: 1. M. Homesteadt (Kaw); 2. G. Anderson (Suz); 3. T. Sowards (C-A).
250 B: 1. D. Saylor (Suz); 2. B. Kruse (Suz); 3. P. Punches (Yam).
PEE WEE B: 1. T. Harrison (Yam); 2. B. Lewis (Yam).
PEE WEE C: 1. R. Ricandi (Yam); 2. S. West (Yam); 3. B. Oster (Yam).
OPEN C: 1. K. Jernes (Suz); 2. K. Anderson (Mai); 3. M. Culbertson (Suz).
OPEN B: 1. R. Tharaldson (Hon); 2. D. Krause (Yam); 3. J. Meyers.

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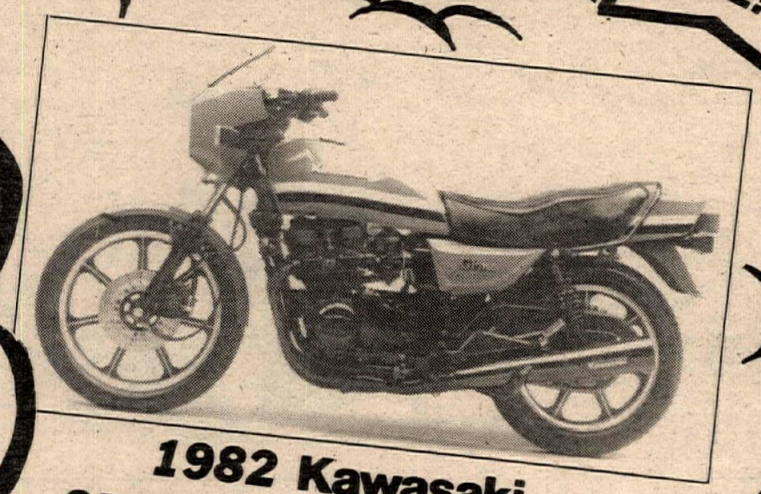

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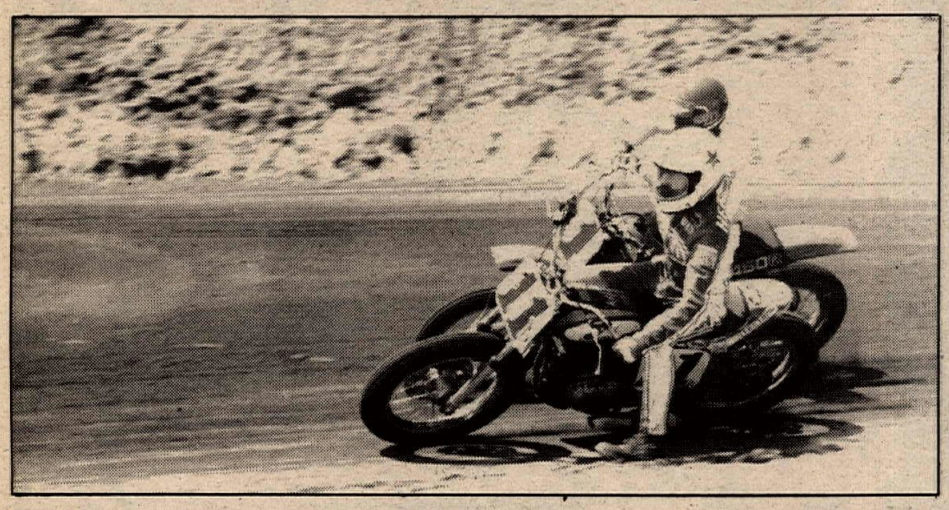
Central Pipeline

Chuck Loftin took Bill Kasson's Yamaha to second Expert at Austin.



Bill Herndon dives under Gary Kidd en route to one of three wins in Boyd.

Herndon triples at Hillside Raceway

By Charles E. Bishop

BOYD, TX, JUNE 13

Bill Herndon, understudy and fellow Honda rider of Grand National Champion Mike Kidd, won three classes in two types of races today at Mike Kidd's Hillside Raceway.

After winning pole position in the 250cc Pro short track heat, Bill Herndon proceeded to show the other seven riders of the 250cc Pro final how well a Goodyear dirt track tire holds in the corners. Bill led wire to wire from turn one, but it was no cakewalk. Within striking distance on every lap was Shon Stovall and Duane Duval, the eventual second and third place finishers.

Completing six laps on his 250cc Honda, Bill motored back to the pits only to motor out again on his big-bore Open class Honda thumper. The exhaust note on this motorcycle is somewhere between a Texas thunderstorm and a B-52 bomber. However, the ground trembling beneath your feet has a soothing effect.

Again Herndon led start to finish, but second-place finisher Rusty Patillo and third place Gary Kidd, riding brother Mike's number one Honda, were within three-tenths of a second away during the entire six laps of the final.

In the "aw heck" department, filed under "almost severe upset of the day," was the 250cc Amateur short track final that was led for the first four laps by Shane Jolly on his 125 motorcycle...that's right a 125 bike blowing the doors off of Todd Hass and his 250 Bultaco. In turn three of lap five, as starter Phil Dyson was about to display the white flag, Shane's engine just quit, as if someone shut off the ignition switch. But not to take anything away from Hass who had put over half a lap on eventual second-place finisher Trace Polson.

The 80cc TT event was the most crowded with 10 riders on four different brands of motorcycles. The final outcome had everyone seeing green, as the fast flying Kawasaki 80s took the top four positions, the winners being Bob Clay, Kregg Bentley and Shane Jelly. To be fair to the competition and granting equal time, both Kregg and Shane ride Yamaha's in the short track events.

As a special promotion, Mike Kidd plans on *not* charging the Amateur riders a racing fee during the June 27 races.

Results

SHORT TRACK
80: 1. Shane Jolly (Yam); 2. Kregg Bentley (Yam); 3. Mike Hale (Yam).
250 AM: 1. Todd Hass (Bul); 2. Trace Polson (Yam); 3. Bobby King (Bul).
250 PRO: 1. Bill Herndon (Hon); 2. Shon Stovall (Yam); 3. Duane Duvall (Hon).
OPEN PRO: 1. Bill Herndon (Hon); 2. Rusty Patillo (Hon); 3. Gary Kidd (Hon).
TT
80: 1. Bob Clay (kaw); 2. Kregg Bentley (Kaw); 3. Shane Jolly (Kaw).
250 AM: 1. Dodd Dyson (Hon); 2. Kelly Neal (Kaw); 3. Chad Doyle (Suz).
OPEN PRO: 1. Bill Herdon (Hon); 2. Rusty Patillo (Hon); 3. Gary Kidd (Hon).

DuValls dominate Ross Downs ST

By Bob Bagwell

COLLEYVILLE, TX, JUNE 5

Seems as though brothers get it going at Ross Downs. Tonight it was the DuVall brothers winning. Greg led brother Duane home in the 250cc Expert main with Ross Duncan hot on their wheels. This may sound different to you all: these two brothers are 13 and 15 years old. Can you imagine how fast these two will be when they are older?

Greg Teague and Clayton Hull got it going in the 60cc main with Teague winning after a seesaw battle. Greg's sponsor, Soul Man's Bar B Que, was busting his buttons he was so proud.

Mike Hale led Clayton Hull and Trace Polson home in the 80cc main. Hull and Polson passed back and forth for second place so many times the trophy name fell off.

Jimmy Thompson and Willie Mc Coy had it out again as they do every Saturday night with Thompson coming out on top in the 125cc final.

250cc Amateurs Todd Haas, John Gladwell and Jack Yost could not get away from each other and finished in that order just inches apart.

Results

SHORT TRACK
60: 1. Greg Teague; 2. Clayton Hull; 3. Scott Williams.
80: 1. Mike Hale; 2. Clayton Hull; 3. Trace Polson.
125: 1. Jimmy Thompson; 2. Willie McCoy; 3. Mike Hale.
250 AM: 1. Todd Hass; 2. John Gladwell; 3. Jack Yost.
250 EX: 1. Greg DuVall; 2. Duane DuVall; 3. Ross Duncan.
OPEN AM: 1. Bobby King; 2. Fred French.
MOTOCROSS
60: 1. Jeremy Camp; 2. Tim Kay; 3. Michelle Densmore.
80: 1. Ronnie Camp; 2. Jimmy Holder; 3. Jimmy Mason.
125: 1. Steve Starns; 2. Steven Lee; 3. Ronnie Camp.
OPEN AM: 1. Oliver Billingsley.

Brown coolest at hot Austin night MX

By Donald W. Mueller

AUSTIN, TX, JUNE 4

Racers had to contend with more than each other tonight at Austin's River City night motocross. The heat kept the refreshment stand in business — in fact, they're opening franchises at the starting gate and the admission booth. There was no wind to clear the dust, so volunteers stood in the obscured sections of track and radioed in visibility reports. Worst of all was the humidity, which kept riders competing for track space with late-night snorkelers.

In the first 250cc Novice moto Blair Bedford took the holeshot on his '79 Kawasaki and was followed by Ralph Rust's Honda, Jeff Miller, and Larry Stojanic on a Yamaha. A novelty in the race was a few old 200cc four-stroke Honda enduros riding back in the pack with their head and tail lights on.

Lynn Bailey on a Yamaha traded Miller for third and emerged from the hilltop dust in front of Rust. Rust lost third in the straight as Stojanic jumped past. Bailey then passed Bedford and began stretching out a lead. Bedford's bike was trying to die, but he kept it going well enough for a second place finish in front of Stojanic, Rust and a checkered-flag pass by Darrell Decker over Jeff Miller.

Shane Krimp took the holeshot in the second heat on his Suzuki, holding off Rust and Stojanic. A series of strange events ensued: Darrell Decker took a tour of the ditch — the track turned, but Krimp didn't; and W. MacFarlaine enjoyed the pleasant thud of a multitude of jaws as he powered his Honda enduro into the lead. MacFarlaine was followed by incredulous riders Stojanic, Bailey and Rust.

Bailey jumped past Stojanic in the straight and was trying to pass Mac Farlaine when both riders went over the berm. MacFarlaine re-entered the race in third and Bailey in sixth. MacFarlaine quickly regained his lead and put a gap between himself and the second place rider, Stojanic. Bailey was only able to work up to third by the checkered, but that was good enough to give him first overall. In spite of his glorious second moto victory, MacFarlaine's ignominious first-heat 10th left him fifth overall.

Wylie Evans took the first moto holeshot in the combined Open and Over 30 classes. Evans, riding a 480 Honda in the Over 30 division, edged out Rusty Burns, also on a Honda, Ricky Lloyd on a '78 Yamaha 400 and Brian Briggs on a 465 Yamaha. Briggs passed Lloyd, who was visiting the track for the first time in a couple of years. Both on Yamahas, Bill Kasson passed Marvin McKim for fifth but fell and rolled, ending up in a rare last position. Evans and Burns pulled away from the pack, but Burns didn't get any opportunities to pass, and Evans won with a substantial lead.

Evans got the holeshot again in the second race, but Burns was able to jump into the lead early in the race. Evans was able to hold second until he fell halfway through the race. He got up in fifth, where he stayed the remainder of the race. Leading him at the finish were Burns, Briggs, Kasson and McKim.

Chuck Loftin took the first moto holeshot in the combined Intermediate and Expert classes on his Yamaha, but Roger Brown passed inside on his Can-Am. Chuck Loftin regained the lead, and Casey Loftin moved into second on his Honda. The Loftins were close at the finish, but Chuck held onto the lead.

Brown took the holeshot in the second moto followed by Casey Loftin, Rusty Burns and Chuck Loftin, but Brown fell, giving himself five bikes to pass in order to regain the lead. Chuck Loftin had passed Burns and was pressuring Casey. Back in the pack, Brown passed Robin Bostwick's Suzuki, and by the end of the lap had captured third.

Chuck tried to pass Casey, but his bike stalled out. He got it started again just as Brown was getting to the turn. Loftin got moving ahead of Brown but had lost his momentum, and Brown took second. Brown closed the gap in the next lap and passed, simply overpowering Loftin's 250 Honda. Brown took the checkered from one of the numerous nubile nymphs who were sorely missed during their vacation. It must be exhausting wearing out all those bikers' drool glands.

Results

MINI: 1. Scotty Scherb (Yam); 2. Joey Stone (Hon); 3. Chance Bell (Suz).
125 NOV: 1. Frank Friedel (Hon); 2. Troy Lovell (Yam); 3. Tracy Terrell (Yam).
250 NOV: 1. Lynn Bailey (Yam); 2. Larry Stojanic (Yam); 3. Ralph Rust (Hon).
OVER 30: 1. Wylie Evans (Hon); 2. Bill Kasson (Yam).
OPEN: 1. Rusty Burns (Hon); 2. Brian Briggs (Yam).
250 INT: 1. Rusty Burns (Hon); 2. Paul Horton (Hon).
EX: 1. Roger Brown (C-A); 2. Chuck Loftin (Yam).

Brother acts shine at Suntana night MX

By Eric Raits

SPRINGVILLE, UT, JUNE 11

Five sets of brothers were strong in eight classes of racing at Suntana tonight while Troy Lerwill took a pair of overall firsts by himself.

The 15-year-old Lerwill had four wins in as many motos in the 125cc Amateur and 80cc Expert classes, highlighted by a climb to the lead after a fifth-place start in the first 125cc moto. The strong performance nudged Lerwill into the 125cc Expert ranks for next week's racing.

Scott Jewett won a pair of motos in the Open Expert class in spite of a first-turn tangle with another rider while brother Rick came out on top in 125cc Novice Division One racing.

Brothers Bryon and Brent Hatfield took overall firsts in 100 and 125cc Novice Division Two classes, respectively.

A consistent pair of seconds earned Daniel Child an overall win in the Open Novice class over Scott Leinbach and Kelly Adams. Dave Child finished second Open Expert while Brad Child was third 250cc Expert. 250cc Expert winner at the recent Cherry Creek, Kevin Jones, nosed out Arlun Ault for another overall win.

Roger Braithwaite, Roger Zeeman and Gary Schurz finished in that order in the 125cc Expert class. As usual, they provided the night's smoothest riding on a course seemingly tailor-made for the smaller bikes.

Bill Peirce won 250cc Novice Division Two for the last time as he earned a promotion to Amateur status.

Tod Braithwaite was second Open Amateur, and Mike and Josh Woodbury were second and third 80cc Experts.

Results

80 7-11: 1. Robert Hatch (Kaw); 2. Selby Bringhurst (Yam): 3. Brook Beckstrom (Yam).
80 12-15: 1. Corky Maughn (Yam); 2. Scott Akins (Kaw); 3. Greg Giardelli (Yam).
80 AM 12-15: 1. Vince Barnes (Suz); 2. Casey Newberry (Suz); 3. Cody Thomas (Yam).
80 EX 12-15: 1. Troy Lerwill (Yam); 2. Mike Woodberry (Kaw); 3. Josh Woodberry (Kaw).
125 EX: 1. Roger Braithwaite (Suz); 2. Roger Zeeman (Suz); 3. Gary Schurz (Suz).
100 NOV: 1. Bryon Hatfield (Suz); 2. Shane Newbauber (Suz).
125 AM: 1. Troy Lerwill (Yam); 2. Larry Davis (Yam); 3. Jay Day (Yam).
125 NOV DIV 1: 1. Brent Hatfield (Suz); 2. Mike Hammond (Hon); 3. Dale Turner (Kaw).
125 NOV DIV 2: 1. Rick Jewett (Suz); 2. Todd Rawlinson (Yam); 3. Verl Ovard (Suz).
250 EX: 1. Kevin Jones (Yam); 2. Arlun Ault (Suz); 3. Brad Child (Hon).
250 AM: 1. Kurt Jensen (Hon); 2. Dave Grace (Yam); 3. Brian Henry (Yam).
250 NOV DIV 1: 1. Steven Fullmer (Yam); 2. Jeff Barnes (Suz); 3. Mark Milner (Hon).
250 NOV DIV 2: 1. Bill Peirce (Hon); 2. Mark Yonkin (Kaw); 3. Rick Johnson (Suz).
OPEN EX: 1. Scott Jewett (Suz); 2. Dave Child (Hon); 3. Bob Olson (Suz).
OPEN AM: 1. Allan Workman (Hus); 2. Todd Braithwaite (Yam): 3. Jeff Boyd (Yam).
OPEN NOV: 1. Daniel Child (Hon); 2. Scott Leinbach (Yam); 3. Kelly Adams (Mai).

Dillon, Rhoten star in Kawasaki Super Series finale

By Charlie Wiese

MOSIER VALLEY, TX, JUNE 6

The final round of the Kawasaki Super Series had riders goin' for it today on one of Texas' most challenging motocross tracks, Mosier Valley MX. In a full day of racing, riders and race fans alike got more than their money's worth as the "new look" Mosier Valley provided all the elements for "Texas tough" motocross. The fast, sandy circuit provided excellent spectator viewing as Kirk "D'Ville" Dillon (Hon) and Darren "The Spoiler" Rhoten (Yam) made the most of a good thing by taking overall wins in exciting Expert action.

Exciting racing wasn't limited to the Expert classes, however, some of the outstanding efforts took place during the morning race program. Micro Mini madness had Charlie Winn (Yam) piloting his Carter's Yamaha to his sixth consecutive moto win to take overall as well as first in the Super Series.

In a day for domination, Mark McCandless (Kaw) continued to "manhandle" the 250/Open Beginners as he too took overall honors for the day as well as the series. McCandless is another fine rider who will soon move to Novice class action.

The 125cc Pros made each and every moto an exciting one to watch. Round three winner Kirk Dillon provided the best of both as he took the overall after soil sampling his way out of the overall at Wolfcreek's round one. "Killer" Carroll Richardson (WRW) and Dennis "Max" Brand (Hon) provided their share of the thrills as they rode to spectacular finishes each week while consistent "Just Plain" Mike Foytik (Suz) took the series win without winning a single moto.

Mosier Valley Motocross became mechanical as "The Machine," Darren Rhoten (WRW), spoiled the 250cc Experts as he made winning profitable against a talent-filled class of Experts. Rhoten, preparing himself for the Open class Nationals, gets quicker each week as he inches his way toward machine-like precision. Series class honors went to another talented Texan, Kirk "The Doughboy" Spencer (Yam), who was the only rider in the class to ride and finish every moto in the series.

Wrapping up the weekly races as well as the series was the Open Expert class that had Darren Rhoten continuing his machine-like efforts with a 1-2 punch that gave him the overall win. Series honors were taken by Kirk Spencer whose consistency is as regular as clockwork. •

Results

MICRO MINI: 1. Charlie Winn (Yam); 2. Jason Shultz (Yam); 3. Jimmy Gaddis (Yam).
MINI JR: 1. Roy Schellenberger (Yam); 2. Chip Chandler (Kaw); 3. Chris Gullaksen (Yam).
MINI SR: 1. Keith Foytik (Suz); 2. Phillip Dillon (Hon); 3. David Barnhill (Yam).
100/125 BEG: 1. Jeff Lane (Hon); 2. Rick Harper (Yam); 3. Jim Joplin (Kaw).
250/OPEN BEG: 1. Mark McCandless (Kaw); 2. Scott Hamilton (Suz); 3. Reg Butler (Kaw).
OVER 30 INT: 1. Alan Davis (Suz); 2. Donny Penwell (Mai); 3. Steve Eeds (Hon).
OVER 30 EX: 1. Randy Long (Yam); 2. Jack Seigrist (Yam); 3. Cody Williams (Yam).
125 NOV: 1. Mitch Hulsey (Hon); 2. Dan Olson (Yam); 3. Ty Carter (Kaw).
250 NOV: 1. Kent Spencer (Yam); 2. Tom Cheavers (Kaw); 3. Don Hart (Kaw).
OPEN NOV: 1. James Gorman (Hon); 2. Chris Scroggins (Hon); 3. Rob Chambers (Hon).
125 INT: 1. Ed Cook (Kaw); 2. Russell Brown (Yam); 3. Rick Standifer (Kaw).
125 EX: 1. Kirk Dillon (Hon); 2. Dennis Brand (Hon); 3. Rodney Wiginton (Yam).
250 INT: 1. David Lux (Kaw); 2. Roger Schellenberger (Yam); 3. Donnie Margraves (Kaw).
250 EX: 1. Darren Rhoten (Yam); 2. Dennis Hawthorne (Hus); 3. Kirk Spencer (Yam).
OPEN INT: 1. Greg Williams (Yam); 2. Pete Lagadi (Hon); 3. Joe Martin (Yam).
OPEN EX: 1. Darren Rhoten (Yam); 2. Nick Cordova (Hon); 3. Kirk Spencer (Yam).
FINAL SERIES STANDINGS
MICRO MINI: 1. Charlie Winn (Yam); 2. Jason Shultz (Yam); 3. Marshall Hicks
MINI JR: 1. Roy Schellenberger (Yam); 2. Brian Mercer (Yam); 3. Chip Chandler (Kaw).
MINI SR: 1. Keith Foytik (Suz); 2. Phillip Dillon (Hon); 3. David Barnhill (Yam).
100/125 BEG: 1. Jeff Lane (Hon); 2. Doug Fistle (SUz); 3. Brian Hunk (Suz).
250/OPEN BEG: 1. Mark McCandless (Kaw); 2. Steve Dunham (Suz); 3. Mark Williams (Hon).
OVER 30 INT: 1. Jim Smith (Yam); 2. Troy Rapp (Suz); 3. Alan Davis (Suz).
OVER 30 EX: 1. Randy Long (Yam); 2. Jack Seigrist (Yam); 3. Roger Olson (Yam).
125 NOV: 1. Chad Calvert (Kaw); 2. Mitch Hulsey (Hon); 3. Dan Olson (Yam).
250 NOV: 1. Kent Spencer (Yam); 2. David Jones (Suz); 3. Tom Cheavers (Kaw).
OPEN NOV: 1. Randy Hulsey (Hon); 2. James Gorman (Hon); 3. Shane Beavers (Suz).
125 INT: 1. Skipper Beavers (Suz); 2. Ed Cook (Kaw); 3. Nickey Brantley (Yam).
125 EX: 1. Mike Foytik (Suz); 2. Terry Tinney (Kaw); 3. Rodney Wiginton (Yam).
250 INT: 1. David Lux (Kaw); 2. Donnie Margraves (Kaw); 3. John Phillips (Hon).
250 EX: 1. Kirk Spencer (Yam).
OPEN INT: 1. Greg Williams (Yam); 2. Skipper Roberts (Mai); 3. Pete Lagadi (Hon).
OPEN EX: 1. Kirk Spencer (Yam); 2. Glen Goodier (Hon); 3. Darrell Hollingshead (Hon).

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Track located at exit # 126 on I-30 south of Little Rock Ark.
And K L M Promotion Present

ADMISSION
$ 6.00 Adult
$ 2.00 6-11
FREE Under 6

For more information
call: Ken Clifton
(501)455-4567, track
or
(501)847-2667, home

Advance tickets
$ 5.50
Big Jim's Yamaha
Richard's Honda
Jerry's Triumph
Doug Reynolds

Portion of proceeds to the HEART ASSOCIATION

Weekly news, not monthly history

R.A.C.E.

SCHEDULE

THURS	JUN 24	MOTOCROSS	O.C.I.R
FRI	JUN 25	MOTOCROSS	Corona
WED	JUN 30	FT, TT, ½ MI	Corona
THURS	JUL 1	ODYS, 3 WHLRS	Corona
THURS	JUL 1	MOTOCROSS	O.C.I.R
FRI	JUL 2	FREE SPRTSMN MX	Corona
FRI	JUL 9	MOTOCROSS	Corona

PERRIS RACEWAY
Available to all D-37 Clubs for Grand Prix, Motocross, TT, Rough Scrambles, Trials
Contact Barry Johnson
(714) 927-2395

AFM
1982 Race Schedule
July 4 — Sears Point
*July 17-18—Riverside 6 Hr.
Aug. 1 — Sears Point
*Rider School
4996 Argyle Dr.
Buena Park, CA 90620
(714) 523-3892

IMS
INLAND MOTORCYCLE SPEEDWAY
★Wednesdays★
Orange Show grounds San Bernardino
(213) 446-0969

SRA Schedule
JULY 3-4 SO CAL
AUGUST 1 PERRIS
RACEWAY GP
(714) 828-1358

AMERICAN MOTO-CROSS A.M.E. ENTERPRISES
June 27 July 2-11
INDIAN DUNES
July 3-17
SPROCKETS PARK
AME P.O. BOX 1421, RESEDA (213) 881-5778

MX RACES EVERY SUNDAY
Open 7 days—7a.m. 'till dark
Located 2 miles west of Interstate 5
on Highway 126 near Castaic.
(805) 257-4700
INDIAN DUNES

Speedway
June 25
Costa Mesa

NMA
NATIONAL MOTOSPORT ASSOCIATION
MINICYCLE
MOTORCYCLE
MOTOCROSS
NATIONAL & REGION ACTIVITIES
SANCTIONS — MEMBERSHIPS
CONTACT NMA
P.O. BOX 46
NORWALK, CA 90650
(213) 868-8112

CALENDAR

CHAMPIONSHIP EVENTS

AMA/Winston Pro Series

6/26	H-M/Knoxville, TN
7/3	M/Indianapolis, IN
7/11	RR/Monterey, CA
7/16	TT/Santa Fe, IL
7/24	M/DuQuoin, IL
8/8	RR/Mt. Pocono, PA
8/13	ST/Santa Fe, IL
8/15	TT/Peoria, IL
8/21-22	RR/Sonoma, CA
8/28	M/Indianapolis, IN
9/4	H-M/Hamburg, NY
9/12	M/Syracuse, NY
9/19	M/San Jose, CA
9/25	H-M/Gardena, CA

AMA/Wrangler® Supercross Series

7/17	Los Angeles, CA
11/6	San Diego, CA

AMA National Motocross Series

6/27	Binghampton, NY/125-500
7/4	Buchanan, MI/125-500
8/8	Washougal, WA/125-500
8/22	Carlsbad, CA/125-500

Trans USA '82

9/26	Mt. Morris, PA
10/3	Buchanan, MI
10/10	Unadilla, NY
10/17	Castle Rock, CO
10/24	Sonoma, CA

NMA Grand National Championship Series

WESTERN 2	
6/27	Brentwood, CA
WESTERN 1	
6/27	Indian Dunes, CA
7/3&4	Barona Oaks, CA
ROCKY MTN. 1	
6/26	Mitchell, NE
6/27	Mitchell, NE
HIGH PLAINS	
6/27	Lawton, OK
CENTRAL	
6/26&27	Ks. City, MO

AMA Superbike Road Race Series

7/10	Monterey, CA
8/21	Sonoma, CA
9/12	Seattle, WA (Pro-Am)
10/3	Daytona Beach, FL (Pro-Am)

AMA National Enduro Schedule

Eastern Region

8/15	Brooktondale, NY
11/7	Cadiz, KY

Central Region

8/22	Lansing, MI
9/5	Waukee, IA
10/3	Evansville, IN

National Drag Race Schedules

AMA/Dragbike!

6/26-27	Fremont, CA
7/10-11	Bryon, IL
7/31-8/1	St. Louis, MO
8/11-14	Sturgis, SD
8/21-22	Atco, NJ
9/4-5	Cicero, NY
9/11-12	Columbus, OH
9/18-19	E. Irvine, CA
9/25-26	Commerce, GA
10/17	Fayetteville, NC
10/24	Hollywood, FL
10/24	Fremont, CA
10/30-31	Las Vegas, NV
11/6-7	Houston, TX
11/20-21	Gainesville, FL

IDBA

8/14-15	Cleveland, OH
10/9-10	Gulfport, MS

NMRA

6/26-27	East Haddam, CT
7/3-4***	Montreal, Canada
7/17-18****	Englishtown, NJ
7/31-8/1	Irvine, CA
8/7-8	Fremont, CA
8/14-15***	Martin, MI
9/4-6**	Indianapolis, IN
10/2-3	Atco, NJ
10/16-17**	Irvine, CA

* Pro Stk Only
** Top Fuel Only
*** Fun Bike Only
**** Pro STk & Fun Bike Only

SCORE/Pernod Race Schedule

8/6-8	Off Road World Championship, Riverside Int'l. Raceway, Riverside, CA
11/3-6	Baja 1000, Baja California, Mexico

World Championship Road Race Series

7/4	Belgium
7/18	Yugoslavia
8/1	England
8/8	Sweden
8/15	Finland
8/29	Czechoslovakia
9/5	San Marino
9/26	Germany

World Championship Endurance Road Race Series

7/17-18	Spain
8/1	Japan
8/14-15	Belgium
9/12	England
9/18-19	France

World Championship Motocross Series

125cc

7/4	France
7/11	Germany
7/25	Finland
8/1	Sweden
8/15	Spain

250cc

7/4	Holland
7/18	Russia
8/1	NEW BERLIN, NY
8/22	Finland
8/29	Sweden

500cc

6/27	Canada
7/4	England
8/1	Belgium
8/8	Luxembourg

Sidecar

7/11	England
7/25	Switzerland
8/1	Germany
8/22	Austria
8/29	Denmark
9/12	Spain

World Championship Trials Series

6/27	NORDEN, CA
9/5	Finland
9/11	Sweden
9/19	Poland

World Speedway Championships

8/15	Team, White City, England
8/28	Individual, LOS ANGELES, CA
12/11	Pairs, Liverpool, Australia

Other Major Events Abroad

7/4	Vila Real TT, Portugal
8/21	Ulster GP & TT, Ireland
9/5	Trophee des Nations, Germany
9/12	Motocross des Nations, Switzerland
9/19	Coupe des Nations, Italy
9/19	World Long Track Championship, Korskro, Denmark
9/20-25	ISDE, Povaska Bystrica, Czechoslovakia

National Road Runs

9/4-5	National Championship Poker Run, Binghampton, NY
9/11-12	Eastern Championship Timed Road Run, Hazlet, NJ
TBA	Western Championship Timed Road Run, Open
11/27	Cycle News Barstow to Vegas Poker Run, Barstow, CA — Las Vegas, NV

Other Major U.S. Events

10/31	The Superbikers, Carlsbad, CA

EVERY WEEK

Tuesday

CALIFORNIA

VENTURA SPEEDWAY
Ventura County Fairgrounds, Ventura, CA. 101 Fwy to Ventura, California St. off ramp. Gates open 6 p.m., race 8 p.m. Adults $4.50, Jr. $3, Child $1 AMA/Ventura Raceway. Info call 805/985-5433.

Wednesday

CMC MOTOCROSS
Ascot Park, Gardena, CA 18300 S. Vermont Ave. All classes plus three-wheelers. 130% Pro p.b. 30% trophies for remainder. Gates open 5:30 p.m., prac. 6:30, race 7:30. Lic. req., avail. @ track ($20). Entry $12. Watch: adults $5, 13-17 $3.50, 9-12 $2, 8 and under free. Info 213/323-5055, 714/557-3323.

AMA SPEEDWAY
Inland Motorcycle Speedway, National Orange Showgrounds, San Bernardino, CA. 900 S Arrowhead. 3 Div., 30% of the gate vs. $1225 + troph. Adult adm. $5, child $1.50, Pref. parking $1. Open 6:30 p.m., race 8. $7 per rider, $5 mechanic. American Raceways, Inc. Info 213/446-0969, 446-2241.

SPEEDWAY 117 MOTOCROSS
Speedway 117, Chula Vista, CA. All classes + all ATV classes. CMC license req. Gate/sign up 5-7 p.m., prac. 6-7, race 7:30. Entry $12 — includes gate and ins. Watch $4.50, 6-12 yrs. $2.50, child free. CMC/Speedway 117. Info 714/690-6414.

Thursday

CALIFORNIA

R.A.C.E. NIGHT MOTOCROSS
Orange County International Raceway, Irvine, CA. I-5 @ Sand Canyon or I-405 @ Irvine Cneter to Sand Cyn. All Classes, 30% troph., 100% Pro p.b. Gates open 5 p.m., prac. 6, race 7. Entry $8, $10 non-memb. (memb. not req.). Pro $15, watch $4, under 12 $1. Info 714/552-5511.

CMC/ASCOT ¼ MILE DIRT TRACK
Ascot Park, Gardena, CA. 18300 S. Vermont near 91/405/11 Frwy. jct. All classes inc. karts & Ody. ATVs if enough for class. CMC Memb. req., course will be graded. Gate 5 p.m., sign up closes 6:30, 6-7 prac., 7:30 race. Entry $12, Adults $5, Jr. $3.50, kids $2. 30% troph. Continental Motosports Club. Info 714/557-3323.

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannagan Rd., 1¼ mi. N on rt. 50—Open separate C class motos. Gates open 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 Open, (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing, Huetter, ID. 2 mi. W of Couer d'Alene on Old Hwy. 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, trophies to Amateurs. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

Friday

CALIFORNIA

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, Sacramento, CA. Hwy. 50 to Bradshaw Rd. to Jack-.

son Hwy. to Excelsior Rd. All classes, Troph., 100% Pro p.b. Numbers on helmet req. Gate 5 p.m., prc. 5:30-6:30, race 7. Entry $10, $15 Pros, watch $4, kids $2. Sacramento Raceway. Info 916/363-2653.

AMA SPEEDWAY
Orange County Fairgrounds, Costa Mesa, CA. S end of Newport (55) Fwy. Div. 1-3. 1st race 8 p.m. Admission $5. International Speedway, Inc. Info 714/492-9933.

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy. 91 E to Buchanan exit. Mini-Open, 100% Ex. p.b. Info 714/689-1913, 735-1705.

AUBURN SPEEDWAY
Auburn Fairgrounds, Auburn, CA. 30 mi. E of Sacramento, take Maple St. exit off I-80, follow signs. Pit gate opens 6:30 p.m., race 8. Entry $7. Riders call 916/448-7557, 485-7140 (John Houston).

TEXAS

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse $300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. 7. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E. Mount Houston rd., off Hwy. 59 N. All classes. Trophies thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

CAPITAL CITY NIGHT MOTOCROSS
Austin Night Motocross Park, Austin, TX. Hwy 183 N, N of 7th St. Gates open 6 p.m., prac. 7, race 8:15. Entry $10, Ex. $15, $5 gate/watch.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

NAPA SPEEDWAY
Town and Country Fairgrounds, Napa, CA. Entry is off Silverado Trail Rd. Gate (pit) 6 p.m., race 7:30. Entry $7, riders call 707/252-8772 (Dennis Robinson).

D-36 SHORT TRACK
Cycleland Speedway, Chico, CA. 14 mi. S of town, U.S. 99E & Nelson Rd. All classes to 500, 6 ride min./class, Class C trac. req. Gates open 5:30 p.m., sign up 5-7:15, prac. 7, race 8. Entry $8.50, Semi-pro $4, watch $3.50, under 12 $1, pit pass $1 (whites req.). Moural Associates. Info 916/342-0063, 4216.

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gates open 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $12, Pros $17. No memb. or mail entry req. 33.33% trophies. Info 714/495-4771.

CENTRAL VALLEY CLASS A SPEEDWAY
Located 1/2 mi. E of U.S. 99 at U.S. 198 (Holiday Inn exit), Visalia, CA. 70 mi. N of Bakersfield, 35 mi. S of Fresno. Div. I, II, III + Jrs. Troph. to H/C class winners, $1,000 purse against 30% of gate. All riders gar. 2 rides. Pits open 6 p.m., close 7:15. Gate 7 p.m., race 8. Riders $7, mech. $5, watch $4. Central Valley Speedway Club. Info 209/683-4270.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn. I-40 & I-240 on S. Douglas off S. 59th. All classes, 10 trophies/class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

ROSS DOWNS NIGHT MOTOCROSS & SHORT TRACK
Ross Downs, Colleyville, TX. From Dallas — take 114 past DFW Airport, left on Hwy. 26 3 mi.; from Ft. Worth — take 820 to Hwy. 26, E 5 mi. 50-Open Am., trophies. 250/500-750cc Pros, 100% p.b. w/$100 min. if 6 or more entries. Gates open 4 p.m., prac. 6, race 8:30. Entry $8, Ex. $15, gate $5, 6-12 $3, under 6 free. Info 817/488-9133 (Bob Bagwell).

WASHINGTON

Hannegan Speedway, Bellingham, WA. exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1¼ mi. N on rt. Mini-Open, Am. & Semi-pro. Gates open 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy. 52 S of OKC to Blanchard, Hwy. 76 S to 4-way stop, 3½ mi. S of Hwy. 39 on 76, W 1 mi., S 1 mi., W 100 yds. Pee Wee — Over 30, trophies, 100% Ex. p.b. Gates open 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex. $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3391 (after 5 p.m.).

June 25-27

MAMMOTH MOUNTAIN MOTOCROSS!
Sherwin Bowl, Old Mammoth Rd., Mammoth Lakes, CA. All classes + Vets and Minis. $15,000 cash & troph. + $15,000 contingencies. Free practice from June 21 on. Race time 8 a.m., entry $25, $30 Pros. Mammoth Motorcycle Club Inc. Info 714/934-2571 (Dennis Agee).

June 25

COLORADO SPEEDWAY
National Western Arena, Denver, CO. I-70 & Humboldt. Races begin 8 p.m. Ticket at Select-a-seat, Glen Plues M.C., Tickets 303/935-3559. Info 477-5457, 935-3559, 477-9322.

FRIDAY NIGHT MARATHON
Sand Hill Ranch, Brentwood, CA. Corner of Damino Diablo & Vasco Rd. 0-200, 250 & Open classes. 250cc run 7-8 p.m., 0-200 8-9 p.m. Open 9-10. Gate 5 p.m., sign in 6, race 7. Entry $14, Ex $15 + $5, watch $4. Info 415/634-3328, 798-5695 (Tom Anderson).

CRC INDIAN DUNES NIGHT MOTOCROSS
AM SUPERCROSS QUALIFIER
Indian Dunes, Val[illegible] CA. I-5 to Hwy. 126. All c[illegible] inc. 4-stroke. Cash for Pro[illegible] for Sptsmn. Entry $12, Pro[illegible]. Gate 5:30 p.m., prac. 7, ra[illegible] Memb. req. California Racing Club. Info 213/830-7519.

June 26-27

DUAL EUROPEAN SCRAMBLES
Anderson Lake bed in Lucerne Valley, CA. Limed from Y cafe to Camprock Rd. All motorcycle classes — no 3-whlr. Races run in the usual time pattern so be early. Vets run first. Start time 9 a.m. Sat., 8 a.m. Sun. Entry $13 ea. day. Huntington Beach M/C.

AMA/DRAGBIKE WESTERNATIONALS V
Baylands Raceway Park, Fremont, CA. Saturday gate at 3:30 p.m., 4:30 time trials, 7 Rd. 1 Pro Qual., 8 ET qual. 8:30 Semi-Pro $ race. 11 p.m. close. Sunday Gate 9 a.m., 10-1 p.m. prac., 2:30 p.m. Main event. Info 415/656-8275, 657-3864 (Hot Bike Eng.), 315/735-1661 (AMA/Dragbike), 714/292-4444 (Western Division), 415/651-2545 (Track).

June 26

PORTERVILLE NIGHT MOTOCROSS
Porterville Spinners Airport Raceway, Porterville, CA. Gates open 5 p.m., prac. 6-7, race 8. Info 209/784-8335 (Jess Land), 2825 or 8100 (Jack Roberts).

MONTEREY D-36 SHORT TRACK
Monterey Fairgrounds, Monterey, CA. Hwy. 1 take Casa Verde off ramp. All D-36 classes. No rider ins., 5 week Hi-Point Series. Gates open 5:30 p.m., race 8. Semi-Pro Entry $15, $11 p.b., others $10. AMA D-36. Info 408/394-8225 (Bob Rosa).

AMA STADIUM ROAD RACE
Mesa Marin, Bakersfield, CA. 2 mi. E of Bakersfield on Hwy. 178. 250 & Open GP, 0-600 & Open SS classes. All riders welcome, AMA memb. req. Pits open noon, heats start 6 p.m. Entire track visible from stands. Reserved seats $8, G.A. $6, child. $4. Entry $15 per class. Ron Peirce/Big Time Racing. Info 805/872-0861.

CANYON RACEWAY NIGHT MOTOCROSS
Canyon Raceway, Phoenix, AZ. 1½ mi. W of 99th Ave. & Carefree Hwy. All classes, 33% troph., 100% Pro p.b. Gate opens 4:30 p.m., prac. 6, race after prac. Watch $4, child under 12 $2, bike fee at gate $5 (deducted at sign up. Entry $10, Ex. $14. Info 602/934-5027 Bob Dean, 583-0575 Tom Timmons.

AMA D-36 SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. 5801 Morse Rd. 8 mi. Rd. exit from Fwy. 99 N. Armstrong Rd. exit from Fwy. 99 S. to frontage. All classes, class C traction, D-36 rules. 100% Semi-Pro p.b., 50% Nov. troph. Sign up 7 p.m., pra. 6, race 8. Entry $8, Semi-Pro $11. Stockton M/C. Info 209/477-8524, 368-7182 (Ann Carr).

June 27

NEVADA ROAD RACES
Las Vegas Speeddrome, Las Vegas, NV. All classes, 1st race 10 a.m., Open prac. Sat. New riders school on Sat. $20. Track opens 8 a.m., race 10. $3 watch, all classes 10 laps. Southern NV Road racers. Info 702/384-2353 (Slim).

SUNRISE VALLEY MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes, 50% Mini/Vet trophies, 50% cash p.b. to Vet Ex. Free O/N parking. Gates open 7:30 a.m., race 9:30. Info 714/245-7339.

MONTANA YAMAHA PERPETUAL GOLD CUP
Butte Shrine International Raceway, Butte, MT. Hwy 15-90 to Montana St. exit S, Butte Montana. 13 classes, AMA Yamaha troph., $3,000 purse for Pros. Sign up 7 a.m., prac. 8, race 9. Gate fee $3, entry $10, $25 Pro. Bagdad Shrine Temple. Info 406/494-7683 (Robert), 723-4063 (Doug).

CMC MOTOCROSS NMA QUALIFIER
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. Gates open 6 a.m, race 9. Entry $15. Ex. $15 + $5 gate, watch $5. Info 415/634-3328.

RUTH COMMUNITY MOTOCROSS
Ruth Motocross, Ruth Lake, CA. Off Hwy, 101 at Alton, up Hwy. 36 turn Rt. at Ruth Lake Turn off 9 mi. past the Dam on the Rt. From Redding area —Hwy 36 W through Forest Glen to Ruth Lake turnoff, turn Lt. All classes, 33% troph., 100% Pro p.b. Call for rules and regs. Gate 6 a.m., tech & sign up 6:30, prac. 7:45, rdr. meet. 8:45, race 9. Entry $13, $20 Pro. Watch $3, kids $2, child free. People For Sunday Fun. Info 707/574-6524, 764-3034.

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry $9, Pros %13, non-memb. add $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/653-8068, 5840, 7979.

AME INDIAN DUNES MOTOCROSS
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy. 126, park is on Lt. All classes. Gates open 7 a.m., prac. 8, race 9. Entry $10, $17 Pro — $15 p.b. American Motocross Ent. Info 213/881-5778.

AUSTIN MOTOSPORT RACEWAY MOTOCROSS
Take IH35 or Hwy. 290 to Austin, TX. U.S 183 S to Smith Rd. (S of Motorola plant) Take Howard Rd. for 1/2 mi. Watch for signs. All classes + 0-30, 0-40, Beg., ATV, Ody. 50% troph. thru 5th. 200% Ex. p.b. Concessions, free camping and fishing. Split sched., Nov./ATV/Ody sign up 7, prac. 8, race 9 a.m. Int/Ex sign up noon, race 1:30 p.m. Gate $5, under 8 free. Entry, ATV/Ody $5, Am. $10, Ex. $15. Info Rocky French 512/443-7627 or 327-5254.

OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc., Oklahoma City, OK. Btwn. I-40 & I-240, exit S. Douglas to S.E. 59th,turn E. All classes. Gates open 9 a.m., prac. 10:30, race 11:30 or 12. Info 405/681-9492 (Tommy Newman).

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos ea. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $12, Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

CONROE MOTOCROSS
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8th in Nov. classes. Concessions, RIDER APPREC. DAY. ALL RIDERS GATE FREE
showers, bathrooms. Split schedule: prac. 8 a.m., race 10, Int./Ex. race 1 p.m. Entry $8, Ex. $15, gate $4. Info 712/756-4114 (Conroe Suzuki), 273-2336 (track).

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 of Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593, 817/694-2901.

MARSHALL MOTOCROSS, TX
Marshall Cycle Park, rt on Marshall Creek Rd. off Hwy. 114 from Dallas, or take Hwy. 35 to 114 E. to Marshall Creek Rd. Troph. to 6th, $900 Pro purse or 100% p.b. if less than 15 riders. Approved sil., 3 number plate and sign up before prac. req. Gate 5 a.m., (no O/N camp) split sched., Nov. prac. 8 a.m., Ex. sign up 12 noon. Entry $10, $15 Pro. Marshall Creek Cycle Park. Info 214/270-3908.

malcolm smith AND R.A.C.E. PRESENT

Rider Appreciation Night
FRIDAY, JULY 2nd
FREE MX ENTRY
SPORTSMAN CLASSES
INFO: (714) 735-1705 (714) 689-1913
CORONA RACEWAY

CRC Presents
EXTRUDEHONE JT Racing INC.
PERFORMANCE ND SPARK PLUGS
Miller High Life Beer
CEST RACING PRODUCTS INC.
AMATEUR SUPERBOWL OF MOTOCROSS
SUNDAY, JULY 18, 1982
LOS ANGELES COLISEUM
Ride the same course as the pros for the LAST TIME IN LA!
You must qualify to ride (one race does it!).

Qualifier Schedule:

June 10 (Thurs Night)	O.C.I.R.	R.A.C.E. MX
June 11 (Fri Night)	Indian Dunes	CRC MX
June 13	Saddleback	CRC MX
June 13	Arroyo	CRC GP
June 13	Arroyo	NMA MX
June 17 (Thurs Night)	O.C.I.R.	R.A.C.E. MX
June 20	Indian Dunes	CRC MX
June 24 (Thurs Night)	O.C.I.R.	R.A.C.E. MX
June 25 (Fri Night)	Indian Dunes	CRC MX
June 27	Saddleback	CRC MX
June 27	Indian Dunes	NMA MX
July 1 (Thurs Night)	O.C.I.R.	R.A.C.E. MX
July 4	Indian Dunes	CRC MX
July 9 (Fri Night)	Indian Dunes	CRC MX

Limited Entries
Classes:
60cc, 80cc, 125cc, 250cc, 500cc, Vets +30, Beginners, Women
Novices, Experts, Intermediates
Special 3-Wheel Classes

ATTN: Arizona Riders Call Ron Keys at (602) 795-2238 for Qualifier Schedule in your area.
CRC Membership Required
Info: (213) 830-7519

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Where are we going next week? See Calendar of Events

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TEXAS MOTOCROSS
Swan Motocross, Tyler TX. Exit 69 S from I-20, 2 mi. to CR 471, rt. 2 mi. & turn Lt. All classes, troph. to 5th, $1005 Ex. purse (15 rider min. per class), less than 15 riders — 100% p.b. Camping OK, split program, Nov. prac. 8:30 a.m., race 10, Ex. prac. approx. 1 p.m. Gate open all night —$5, entry $8, $20 Ex. Info 214/882-4215 (Bill Law).

ARRA ROAD RACE
Riverside International Raceway, Riverside, CA. All ARRA classes, Prac 7 a.m. for other info call ARRA: 805/966-5700.

NMA/YAMAHA GRAND NATIONAL SERIES
Indian Dunes, Cycle Park, Valencia, CA. I-5 to Hwy 126. 50-250cc, Minis thru 16 yrs., motorcycles thru 21 yrs. 30% troph., 100% Pro p.b.. Call for entry. Gate 6:30 a.m., prac. 8, race 9:30. NMA, P.O. Box 46, Norwalk, CA 90650 or call 213/868-8112.

SANDPOINT MOTOCROSS
Sandpoint, ID. 5 mi. N of Sandpoint. All classes, 30% troph., 100% p.b. for Pros. Natural terrain track, camping nearby. Watch $2.50, under 6, over 60 free. Gate 8 a.m., prac. 9, race 10:30. Info 208/263-4587 (Ernie Schoffel). Call before spring races in case of snow.

STURGIS SHORT TRACK
J.C. Hoel Short Track, Sturgis, SD. All classes, troph., 100% p.b. for Pros. Gates open noon except July 17 when they open at 5 p.m., race at 2 p.m. Entry $10. Jackpine Gypsies M/C. Info 605/347-5278.

JUNIPER MOTOCROSS
Juniper MX, McAlester, OK. Tulsa Turnpike (75) N on 69 (not Bus. 69). Exit 113 to E. All classes, trophies through 6th, 150% Ex. p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8, Ex. $15, gate $4. Info 918/426-4533 (McAlester Kawasaki).

TEXAS SHORT TRACK/TT
Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy. 199 N to FM730 N, then to FM2048 W & follow signs. Astrodome replica track. Mini thru Open classes, Am. & Pro, plus 3-wheelers (TT only). Gates open 10 a.m., prac. 11:30, race 1 p.m. 817/433-5559 (Mike Kidd).

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, race 9. Entry $10, Pros $15. Info 714/557-3323.

D-36 MARYSVILLE MOTOCROSS
"E" St. Bridge Track, take Hwy. 70 to N. Bea Le Rd. (at S City Limit) go over levee on Shad Rd. All D-36 classes super trophies. D-36 rules, card, #s req. Gate 6:30 a.m., sign up 7, race 9. Entry $15, Pros + $5, watch $4, kids $2, children free. Info 916/695-2727 (Charlie Sexton).

EL COYOTE LOCO MOTOCROSS
Ensendad, Baja, Mexico. I-5 or I-805 to Tijuana. Take toll rd. to Ensenada, exit La Fonda & La Fonda Mission, turn Lt. & go 16 mi. Lt. on dirt rd. Follow signs. All classes + ATVs. 30% troph., 100% Pro p.b. Gate 7 a.m., prac. 8, race 11. Entry $10, $15 Pros. Info 714/429-9287 (Raymond).

ARRA ROAD RACE
Riverside Int'l. Raceway, Riverside, CA. Hwy. 60 E of twon, take Day St. exit rt. to track. Gold Cup race w/gold Krugerands to 1st 3 in 600 Prod., trophies to top 6, 15-lap main; must have ridden class this yr. w/ARRA. '82 GPz550s must have catch bottle for air box oil breather over-flow tube. BS/Prod./SS/GP/Vintage, no Sidecars this race. ARRA lic. req., avail. @ track. Gates open 7 a.m., prac. 9, race noon. Post entry $35 1st class, $18 ea. add'l. Info 805/966-5700.

June 30

RACE FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan St. btwn. Corona & Riverside. Half-mile & TT. 30% trophies, 80% Pro p.b. Gates open 5:30 p.m., prac. 6:30, race 7:30. Entry $7, Pros $10. Info 714/689-1913, 735-1705 (Elaine Jones).

July 2

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Gates open 5 p.m., prace 7, race 8. Entry $10, Pros $17 ($15 p.b.). Info 213/881-5778.

WYOMING SHORT TRACK
Big Country Speedway Cheyenne, WY. I-80 to Central Av. S to speedway. Classes: 80cc, 125 A & B, Open A & B, Contingency awards to AM. 100% to Ex. Restricted rear traction. Gate $3, prac. 7-8 p.m., race 8. Entry $10 Ex., $7 Am., sign up $5. Big Country Speedway/Cheyenne Cycle Club. Info 307/635-5856 (Rex Wilson).

MOTORCYCLE JUMP
San Antonio, TX. 3 mi. S of Loop 410 on Hwy. 16, to be help with auto races. Jump will be over bed of fire 80 ft. long. Info call 512/924-5555 (Joe Reed).

July 3 & 4

CALIFORNIA CITY GRAN PRIX
California City, CA. 10 mi. off of Hwy. 14 N of Mojave. All classes. Vets, 0-175 classified, unclassified, 0-250 Pro on Sat., Srs. & Women, sidehacks, ATV/Ody, 250-Open Beg., 250-Open Am. & Ex. on Sun. Limed from Hwy. 14 & Cal City t/o. All Afilliatins OK. AMA/DRA pts., Gas available, free camping, spectating. First race at 8 a.m. ea. day. Entries close June 15. Entry $25, $35 post. Unclassified +2. Send Entry to: (Sat.) So Cal M.C., 2405 Mayfield, Montrose, CA 91020, (Sun.) So Cal M.C. 15233 Ardath, Gardena, CA 90249. Info 213/423-2646, 767-0667.

OREGON SHORT TRACK & TT
Sunnyvalley Speedway, Grants Pass, OR. 15 N of Grants Pass. Take I-5 to Sunnyvalley Interchng. 1/2 mi. from intersect. toward Leland. Pee Wee thru 750cc classes + OT. Sign up 6-7 p.m., Sun. 10-11 a.m., prac. 7-7:30 p.m. Sat., 11-11:30 a.m., race 8 p.m. Sat., noon Sun. Entry $6 1st bike, $5 2nd bike, $7 lightweight money, $10 Pro money. Concessions at track, camp at track or KOA 1/2 mi. away. Southern Oregon Motocycle Assoc. Info 503/476-7405 wk. days, 479-6926 eve. & wk. ends.

BARONA OAKS NMA/YAMAHA GRAND NATIONAL SERIES
Barona Oaks Raceway, Ramona, CA. 50-250cc, Minis thru 16 yrs., motorcycles thru 21 yrs. 30% troph., Pro p.b. Call for entry. Gate 6:30 a.m., prac. 8, race 9:30. NMA, P.O. Box 46, Norwalk, CA 90650 or call 213/868-8112.

MIDWEST NATIONAL HILLCLIMB
Heps Hill, Plattsmouth, NB. all sptsmn and semi-Pro classes. Troph. for sptsmn, 100% p.b. for semi-Pro. Concessions on grounds, music Sat. night. 1st ride Sat. noon, 2nd ride Sun. noon. Entry $10 per bike, $20 per bike Semi-Pro. Sign up 8 a.m. July 3rd. Cavaliers M/C. Info 402/296-6977 day, 235-2213 night.

NV CLOVER CREEK GRAN PRIX
Caliente, NV. Approx. 150 mi. N of Las Vegas on U.S. 93. All motorcycle classes — 3-whlrs stay home! 6x18 mi. laps, lots of water, mini GP on Sat., Big Bike timed start and run through town on Sun. Entry $17, $10 mini. Chargers West MC (MRAN pts.). Info 702/648-3237 (R. Chambers).

July 3

NATIONAL CHAMPIONSHIP OUTLAW SHORT TRACK
Ross Downs, Colleyville, TX. From Dallas take Hwy, 114 past DFW Airport to Hwy. 26, turn Lt 3 mi. From Ft. Worth take 820 to Hwy. 26, turn E 5 mi. 50cc thru 750cc Amateur and Pro classes. Trop. for Am., 100% + p.b. for Ex. Gate 5 p.m., prac. 6:30. Entry $8, $15 Pro. Info 817/488-9133 (Bob Bagwell).

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, free O/N camping. Gates open 5 p.m., prac. 7, race 8. Entry $10, Pros $17 ($15 p.b.). Info 213/881-5778.

CMC LITTLE OAKIE MOTOCROSS
Little Oakie, Madera, CA. 99 to Ave. 12, off to Rd. 29 N to Ave. 13½, E to Rd. 29½, N to track. All classes + 3-whlr. 30% troph., 100% Pro p.b. Gate 5 p.m., prac. 6, race 7. Entry $10, $15 Pro. Continental Motosports Club. Info 209/439-3322, 673-3146 (Pat Pipes).

R.A.C.E. OF ARIZONA SHORT TRACK/TT
Canyon Raceway, Phoenix, AZ. 8½ mi. W of I-17 on Carefree Hwy. 65% Pro p.b., 33% trophies, trophy dash & sweepstakes race, special $ class for 3-wheelers. Concessions. Memb. not req. Gates open 6:30 p.m., prac. 7:30-7:45. Info 602/843-1124, 993-9236.

PHOENIX NIGHT MOTOCROSS
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes, 33% troph., 100% Pro p.b. No pit riding. Gates open 4:30 p.m., prac. 6, race 7. Entry $10, $15 Pros. Admission $4, Under 12 $2. Phoenix Supercross Raceways, Inc./Roger Jones & John Ohaanesian. Info 602/867-4769 (John).

SUNFLOWER CLASSIC HALF MILE
Sunflower State Fairgrounds, Topeka, KS. 125, 250, 500 & Open classes, $2,500 purse. 17th & Topeka. Gate 3 p.m., sign in 5, prac. 6, race 7. Entry $10 per class. Rain date July 5. Larry Weidenbaker. Info 913/273-6938.

July 4

TEXAS 50 MILE CROSS COUNTRY
Thurber, TX. Exit 367 off I-20. Go 1 & ½ mi. west on service Rd. Located between Fort Worth & Abilene. All classes, $300 Pro purse, troph. thru 5 places. Texas Cross Country Racing Assoc. party at track July 3rd @ 7 p.m. inc. mens leg and ladies swimsuit contest. Natural terrain course. Prac. July 3. Race 9 a.m. July 4. $2 camp., $3 gate fee $10 entry, $14 Pro, Nonmemb. + $2. Info 214/264-4994 (Harold Kendrick, 2114 Ballaway, Grand Prairie TX.)

KMC MOTOCROSS
Kleberg County Park, Kingsville, TX. Hwy. 77, 1 mi. S of town. All classes, 50% trophies to 6th, 100% purse. Entry $8, Ex. $12. Race starts @ noon. W. Bynum 512/592-6764.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $10, Pros $15. Info 714/557-3323.

MONTANA YAMAHA PERPETUAL GOLD CUP
Stevensville, MT. 4 mi. E on Airport road off Eastside Hwy, N/E of Stevensville. All classes, $3,000 cash to Pros, $1,000 ea. class. 33% troph. to max of 8th place. Prac. 8 a.m., rac 10 a.m. Gate fee $4, entry $10 + gate, $25 + gate for Pros. Info 406/961-3331, 363-5620 (Jeff Kiewtz).

TULSA MOTOCROSS
Tulsa, OK. S of Tulsa Int'l. Raceway off Hwy. 169 N & N. 36th St. All classes, 33% trophies, 150% Ex. p.b. Gates open 8 a.m., prac. 9:30, race 11. Entry $8, Ex. 12, gate $4. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick McGhee).

OKLAHOMA CITY MOTOCROSS
Oklahoma City, OK. Intersection of I-35 & I-40, E-bound I-40 exit eastern, W-bound I-40 exit Reno. All classes, 6 trophies/class, 150% Ex, p.b. Gates opne 8 a.m., prac. 10, race noon. Entry $6, Ex. $10, gate $4. Info 405/732-0212 (Howard Musgrove).

KMC MOTOCROSS
Kleberg County Park, Kingsville, TX. Hwy. 77, 1 mi. S of town. All classes, 50% trophies to 6th, 100% purse. Entry $8, Ex. $12. Race starts @ noon. W. Bynum 512/592-6764.

D-38 MX/TT + SPEEDWAY & SHORT TRACK PRACTICE
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., E 7 mi. to track. All classes, troph. to Am. Gates open 7 a.m., sign up, 8, prac. 9:30, race 11. AMA riders $9, Non-AMA $11. Carlsbad Events/AMA. Info 714/749-9552 (Cliff Carr).

CONROE MOTOCROSS
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8th in Nov. classes. Concessions, showers, bathrooms. Split schedule: prac. 8 a.m., race 10, Int./Ex. race 1 p.m. Entry $8, Ex. $15, gate $4. Info 712/756-4114 (Conroe Suzuki), 273-2336 (track).

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, free O/N camping. Gates open 7 a.m., prac. 8, race 9. Entry $10, Pros $17 ($15 p.b.). Info 213/881-5778.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros. 2 moots & brass for Sptsmn. Entry $10/$15 Pros. Gates open 7:00 a.m., prac. 8, race 9:30. Memb. req. 213/830-7519.

CONROE MOTOCROSS
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8th in Nov. classes. Concessions, showers, bathrooms. Split schedule: prac. 8 a.m., race 10, Int./Ex. race 1 p.m. Entry $8, Ex. $15, gate $4. Info 712/756-4414 (Conroe Suzuki), 273-2336 (track).

GNC GOOD TIMES NATIONAL
Lake Whitney Cycle Ranch, Lake Whitney, TX. All GNC classes, 6 ft. troph. $4,000 Pro purse. GNC memb. req. Gate Beg, 105 Minis, 11 a.m. Sat., others 9 a.m., Sun. Entry $25, watch $6. Grand National Championship. Info 713/641-3025.

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy Barnett), 440-7935 (Ken Johnson).

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

ARGYLL MOTOCROSS
Argyll Park, Dixon, CA, 11 mi. S of Dixon on Hwy. 113. AMA D-36, all classes, trophies, 100% p.b. Free Lamb B-B-Q Sat. nite 7 p.m. Gate opens 6:30 a.m. Sign up 7, prac. 9. $15 Sportsman. Semi Pro $15. + $5. Park free. Spec. $4. Kids 6-12 $1. Info 916/678-3592.

July 9

CRC INDIAN DUNES NIGHT MOTOCROSS AM SUPERCROSS QUALIFIER
Indian Dunes, Valencia, CA. I-5 to Hwy. 126. All classes inc. 4-stroke. Cash for Pros, brass for Sptsmn. Entry $12, Pros $15. Gate 5:30 p.m., prac. 7, race 8. Memb. req. California Racing Club. Info 213/830-7519.

COLORADO SPEEDWAY
National Western Arena, Denver, CO. I-70 & Humboldt. Races begin 8 p.m. Ticket at Select-a-seat, Glen Plues M.C., Tickets 303/935-3559. Info 477-5457, 935-3559, 477-9322.

SAND HILL NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All classes + ATV/Ody. Prac. 6:30 p.m. race 7:15. Entry $14, Ex. $15 + $5, watch $5. Info 415/634-3328, 798-5695 (Tom Anderson).

INTERSHOWS INDOOR MOTORCYCLE SWAP MEET
National Orange Show Showgrounds, San Bernardino, CA. Open 6-10 p.m. Bikes, parts & accessories. 10x10 space $15, 10x15 & prime space $25. Intershows, P.O. Box 2910, Mission Viejo, CA 92690. Info 714/498-9226.

PHOENIX NIGHT MOTOCROSS
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes, 33% troph., 100% Pro p.b. No pit riding. Gates open 4:30 p.m., prac. 6, race 7. Entry $10, $15 Pros. Admission $4, Under 12 $2. Phoenix Supercross Raceways, Inc./Roger Jones & John Ohaanesian. Info 602/867-4769 (John).

WYOMING SHORT TRACK
Big Country Speedway, Cheyenne, WY. I-80 to Central Ave. S, 4 mi. S to speedway. Classes: 80cc, 125 A & B, Open A & B. Contingency awards to Am. 100% to Ex. Run every Fri. thru July 9. Gate $3, prac. 7-8 p.m., race 8. Entry $10 Ex., $7 Am., sign up $5. Big Country Speedway/Cheyenne Cycle Club. Info 307/635-5856 (Rex Wilson).

July 10-11

OVER THE HILL GANG NATIONAL MX
Mulky ORV Park, McMinnville, OR. 3 mi. S/W of McMinnville on Hwy. 18. OTHG & OT classes + support & Pee Wees. (On Sat.) Camping, showers, concessions at track. Sat. night get together. Gate 6 a.m., prac. 7:30, race 8:30. Entry for OTHG & OT $30, $35 post. (3 motos per day) Support entry $15, Pee Wees $5 (100% troph.) Oregon Chapter Over the Hill Gang. Info 503/653-0615 (Nick Ragnone), 658-5614 (Mike Perry).

DUAL EUROPEAN SCRAMBLES
Victorville, CA. Hodge Rd. exit N of Victorville off I-15. All dez classes, sidehacks and 3-whlr. on Sun. Srs. & Women first race both days. Sat. start 9 a.m., Sun. start 8 a.m. Entry $23, $14 one day. San Gabriel Valley M/C. Info 213/644-4962 (Randy Jordan).

July 10

D-36 SHORT TRACK
Hills Ferry Speedway, Newman, CA. I-5 to Newman exit, E to Hills Ferry Rd., left to track. Gates open 4 p.m., prac. 5, race 7. All classes, 75% Pro p.b. Entry $10 per bike, Pro $13. Spectator $4, 6-11, $1. Hotline Promotions. 415/489-6625 (Ken Birchfield).

CANYON RACEWAY NIGHT MOTOCROSS
Canyon Raceway, Phoenix, AZ. 1½ mi. W of 99th Ave. & Carefree Hwy. All classes, 33% troph., 100% Pro p.b. Gate opens 4:30 p.m., prac. 6, race after prac. Watch $4, child under 12 $2, bike fee at gate $5 (deducted at sign up. Entry $10. Ex. $14. Info 602/934-5027 Bob Dean, 583-0575 Tom Timmons.

PORTERVILLE NIGHT MOTOCROSS
Porterville Spinners Airport Raceway, Porterville, CA. Gates open 5 p.m., prac. 6-7, race 8. Info 209/784-8335 (Jess Land), 2825 or 8100 (Jack Roberts).

July 11

AME INDIAN DUNES MOTOCROSS
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy. 126, park is on Lt. All classes. Gates open 7 a.m., prac. 8, race 9. Entry $10, $17 Pro — $15 p.b. American Motocross Ent. Info 213/881-5778.

IDAHO YAMAHA GOLD CUP MOTOCROSS
Clarkia, ID. 80 mi. N of Lewiston on Hwy. 3. All classes, 30% troph. to Am., $3,000 Pro purse. O/N camping at track, no motels in Clarkia. Call 208/245-2545 for motel info in St. Maries. Prac. 8 a.m., race 10. Entry $10, $25 Pro. Fossil Bowl. Info 208/245-4940 (Butch).

D-37 MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes, 50% Mini/Vet trophies, 50% cash p.b. to Vet Ex., D-37 pts. Free O/N parking. Gates open 7:30 a.m., race 9:30. Info 714/245-7339.

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry $9, Pros %13, non-memb. add $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/653-8068, 5840, 7979.

OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc., Oklahoma City, OK. Btwn. I-40 & I-240, exit S. Douglas to S.E. 59th, turn E. All classes. Gates open 9 a.m., prac. 10:30, race 11:30 or 12. Info 405/681-9492 (Tommy Newman).

JUNIPER MOTOCROSS
Juniper MX, McAlester, OK. Tulsa Turnpike (75) N on 69 (not Bus. 69). Exit 113 to E. All classes, trophies through 6th, 150% Ex. p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8, Ex. $15, gate $4. Info 918/426-4533 (McAlester Kawasaki).

TEXAS SHORT TRACK/TT
Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy. 199 N to FM730 N, then to FM2048 W & follow signs. Astrodome replica track. Mini thru Open classes, Am. & Pro, plus 3-wheelers (TT only). Gates open 10 a.m., prac. 11:30, race 1 p.m. 817/433-5599 (Mike Kidd).

D-36 TT
Hills Ferry Speedway, Newman, CA. I-5 to Newman exit, E. to Hills Ferry Rd., left to track. Gates open 9 a.m., prac. 10, race 11. All classes, 75% Pro p.b. Entry $10 per bike, Pro $13, Spectator $4, 6-11, $1. Hotline Promotions 415/489-6625 (Ken Birchfield).

OAK HILL MOTOCROSS
Oak Hill MX, Alvord, TX. Between Decatur & Mt. Zion Rd. All classes, split schedule, trophies to 5th, 150% Ex. cash p.b. by moto & overall. 5 rider/class min., oversize classes will qualify to 1 class. Free O/N camping. Texas Emergency Serv., concessions, electric hook-ups ($5/weekend). Entry $8, Ex. $10, gate $ 4. Info 817/427-4771.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes inc. 4-stroke, 2 motos ea. Cash p.b. to Pros. 30% brass to Sptsmn. Entry $12, Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

CONROE MOTOCROSS
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8th in Nov. classes. Concessions, showers, bathrooms. Split schedule: prac. 8 a.m., race 10, Int./Ex. race 1 p.m. Entry $8, Ex. $15, gate $4. Info 712/756-4114 (Conroe Suzuki), 273-2336 (track).

AUSTIN MOTOSPORT RACEWAY MOTOCROSS
Take IH35 or Hwy. 290 to Austin, TX. U.S 183 S to Smith Rd. (S of Motorola plant) Take Howard Rd. for 1/2 mi. Watch for signs. All classes + 0-30, 0-40, Beg., ATV, Ody. 50% troph. thru 5th. 200% Ex. p.b. Concessions, free camping and fishing. Split sched., Nov./ATV/Ody sign up 7, prac. 8, race 9 a.m. Int/Ex sign up noon, race 1:30 p.m. Gate $5, under 8 free. Entry, ATV/Ody $5, Am. $10, Ex. $15. Info Rocky French 512/443-7627 or 327-5254.

PRO ROSARITO BEACH GRAN PRIX
Rosarito Beach, Baja California, Mexico. Pro, Jr. Pro, Nov. classes. Pros 70% p.b., Jr. Pro ride for contingencies Nov. troph. Entry closes July 3. Send 2 SASE & check to Pro, 15635 Brookhurst-Suite 10, Westminster, CA 92683. Memb. ($15) req. No prac. free camp. near beach, well marked course. Entry $50 Pro, $60 post, $25 Jr. Pro, $30 post, $20 Nov., $25 post. All entries must purchase $6 Mexican Ins. at sign up. Info 714/531-7158.

CMC/FACTORY RIDER ENSENADA 5000 MX
Ensenada, Baja, Mexico. In ranch 10 mi. N of Ensenada approx. 1 hour from Tijuana. All CMC classes, $2500 worth of gift certificates for sptsmn., $2,500 purse for Pros. Short prac. on Sat. 5:30-7 p.m. Gate Sun. @ 7 a.m., prac. 7:30, race 9:30. Pros at 12:30 p.m. Continental Moto-sports Club. Info 714/557-3323.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, race 9. Entry $10, Pros $15. Info 714/557-3323.

OREGON MOTOCROSS
Mount View Raceways, Sandy, OR. 4 mi. SE of Sandy. Hwy. 211 to Bornstedt Rd., rt on Rude Rd. to Mt. View. All classes, 30% troph., 100% p.b. to Pros. Gate 6:30, prac. 8, race 9:30. Entry $10, $15 Pro, watch & gate $4. AMA/Mt. View Raceway. Info 503/668-6990 (Jan).

WYOMING MILLER MOTOCROSS CLASSIC SERIES
Cheyenne, WY. Track behind V.A. Hospital, on Converse Av. Mini, 125cc, 250cc, Open, Enduro & 3-whl. classes. (Am. & Ex.) Money to Experts, troph. to others. This race series a Gran Prix. Gate 7:45 a.m., sign up 8, race 9:30. Entry $7, $10 for Ex. Cheyenne Cycle Club/Orrison Dist.

TEXAS MOTOCROSS
Swan Motocross, Tyler TX. Exit 69 S from I-20, 2 mi. to CR 471, rt. 2 mi. & turn Lt. All classes, troph. to 5th, $1005 Ex. purse (15 rider min. per class), less than 15 riders — 100% p.b. Camping OK, split program, Nov. prac. 8:30 a.m., race 10, Ex. prac. approx. 1 p.m. Gate open all night —$5, entry $8, $20 Ex. Info 214/882-4215 (Bill Law).

July 14

RACE FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan St. btwn. Corona & Riverside. Half-mile & TT. 30% trophies, 80% Pro p.b. Gates open 5:30 p.m., prac. 6:30, race 7:30. Entry $7, Pros $10. Info 714/689-1913, 735-1705 (Elaine Jones).

July 16

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Gates open 5 p.m., prac. 7, race 8. Entry $10. Pros $17 ($15 p.b.). Info 213/881-5778.

SAND HILL NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All classes + ATV/Ody. Prac. 6:30 p.m. race 7:15. Entry $14, Ex. $15 + $5, watch $5. Info 415/634-3328, 798-5695 (Tom Anderson).

July 17-18

OREGON SHORT TRACK & TT
Sunnyvalley Speedway, Grants Pass, OR. 15 N of Grants Pass. Take I-5 to Sunnyvalley Interchng, 1/2 mi. from intersect. toward Leland. Pee Wee thru 750cc classes + OT. Sign up 6-7 p.m., Sun. 10-11 a.m. prac. 7-7:30 p.m. Sat., 11-11:30 a.m., race 8 p.m. Sat., noon Sun. Entry $6 1st bike, $5 2nd bike, $7 lightweight money, $10 Pro money. Concessions at track, camp at track or KOA 1/2 mi. away. Southern Oregon Motorcycle Assoc. Info 503/476-7405 wk. days., 479-6929 eve. & wk. ends.

STURGIS SHORT TRACK
J.C. Hoel Short Track, Sturgis, SD. All classes, troph., 100% p.b. for Pros. Gates open noon except July 17 when they open at 5 p.m., race at 2 p.m. Entry $10. Jackpine Gypsies M/C. Info 605/347-5278.

July 17

PHOENIX NIGHT MOTOCROSS
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes, 33% troph., 100% Pro p.b. No pit riding. Gates open 4:30 p.m., prac. 6, race 7. Entry $10, $15 Pros. Admission $4, Under 12 $2. Phoenix Supercross Raceways, Inc./Roger Jones & John Ohaanesian. Info 602/867-4769 (John).

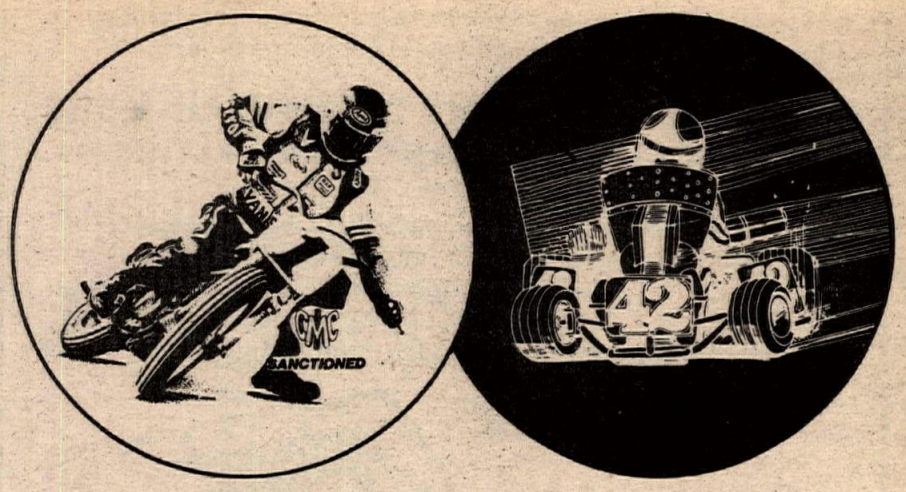
D-36 SHORT TRACK
Hills Ferry Speedway, Newman, CA. I-5 to Newman exit, E to Hills Ferry Rd., left to track. Gates open 4 p.m., prac. 5, race 7. All classes, 75% Pro p.b. Entry $10 per bike, Pro $13. Spectator $4, 6-11, $1. Hotline Promotions. 415/489-6625 (Ken Birchfield).

CMC LITTLE OAKIE MOTOCROSS
Little Oakie, Madera, CA. 99 to Ave. 12, off to Rd. 29 N to Ave. 13½, E to Rd. 29½, N to track. All classes + 3-whlr. 30% troph., 100% Pro p.b. Gate 5 p.m., prac. 6, race 7. Entry $10, $15 Pro. Continental Motosports Club. Info 209/439-3322, 673-3146 (Pat Pipes).

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, free O/N camping. Gates ope 5 p.m., prac. 7, race 8. Entry $10, Pros $17 ($15 p.b.). Info 213/881-5778.

July 18

WEEKLY DIRT TRACK PRO PAYBACK



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CRC RACE SCHEDULE
June 25 — MOTOCROSS
Friday Night — Indian Dunes
Amateur Supercross Qualifier
June 27 — MOTOCROSS
Saddleback
Amateur Supercross Qualifier
July 4 — MOTOCROSS
Indian Dunes
Amateur Supercross Qualifier
July 9 — MOTOCROSS
Friday Night — Indian Dunes
Amateur Supercross Qualifier
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06-0282 BSA A50-A65 '63-'72	1½" dia
06-0283 NORTON COMMANDO 750cc '68-'72	1½" dia

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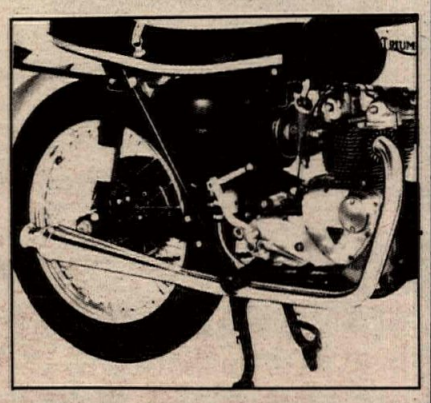

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START DRAWING FOR SILVER DUST 400
Event run Aug. 19-22. 400 mi. 1 loop course. Entry $100 Sptsmn, $300 + ins. for Pros. SDRA, P.O. Box 7380, Las Vegas, NV 89101. Info 702/453-3994 (Wally Giddings).

CONROE MOTOCROSS
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8th in Nov. classes. Concessions, showers, bathrooms. Split schedule: prac. 8 a.m., race 10, Int./Ex. race 1 p.m. Entry $8, Ex. $15, gate $4. Info 712/756-4114 (Conroe Suzuki), 273-2336 (track).

ARROYO MOTOCROSS
Arroyo MX Park, Harlingen, TX. Mini-Open + Over 30 & Enduro. Trophies to 3rd, 200% Ex. p.b. Gates open 8:30 a.m., prac. 10:30, race 11:30. Entry $8, Ex. $12. Harlingen MX Assn. Info 512/428-3895.

CMC MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes, 50% cash p.b. to Vet Ex., CMC Pro pts. Memb. only. Gates open 7:30 a.m., race 9:30. Free O/N parking. Info 714/245-7339, 246-6109, 557-3323.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $10, Pros $15. Info 714/557-3323.

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

OKLAHOMA CITY MOTOCROSS
Oklahoma City, OK. Intersection of I-35 & I-40, E-bound I-40 exit eastern, W-bound I-40 exit Reno. All classes, 6 trophies/class, 150% Ex, p.b. Gates opne 8 a.m., prac. 10, race noon. Entry $6, Ex. $10, gate $4. Info 405/732-0212 (Howard Musgrove).

TULSA MOTOCROSS
Tulsa, OK. S of Tulsa Int'l. Raceway off Hwy. 169 N & N. 36th St. All classes, 33% trophies, 150% Ex. p.b. Gates open 8 a.m., prac. 9:30, race 11. Entry $8, Ex. 12, gate $4. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick McGhee).

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy Barnett), 440-7935 (Ken Johnson).

D-38 MX/TT SPEEDWAY & SHORT TRACK PRACTICE
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., E 7 mi. to track. All classes, troph. to Am. Gates open 7 a.m., sign up, 8, prac. 9:30, race 11. AMA riders $9, Non-AMA $11. Carlsbad Events/AMA. Info 714/749-9552 (Cliff Carr).

July 23

CRC INDIAN DUNES NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to Hwy. 126. All classes inc. 4-stroke. Cash for Pros, brass for Sptsmn. Entry $12, Pros $15. Gate 5:30 p.m., prac. 7, race 8. Memb. req. California Racing Club. Info 213/830-7519.

SAND HILL NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All classes + ATV/Ody. Prac. 6:30 p.m. race 7:15. Entry $14, Ex. $15 + $5, watch $5. Info 415/634-3328, 798-5695 (Tom Anderson).

PHOENIX NIGHT MOTOCROSS
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes, 33% troph., 100% Pro p.b. No pit riding. Gates open 4:30 p.m., prac. 6, race 7. Entry $10, $15 Pros. Admission $4, Under 12 $2. Phoenix Supercross Raceways, Inc./Roger Jones & John Ohaanesian. Info 602/867-4769 (John).

Road Runs

July 10-11

CBX OWNERS ROAD RALLY
Laguna Seca Raceway, Monterey, CA. Award for long distance. Organizational meet for Northern CA chapte. No entry fee. International CBX Owners Assoc. Info 602/897-1611 (Stan Carpenter).

July 24 & 25

ROAD JAMMERS NORTH CROSS RALLEY
Winthrop, WA. Poker run, pins, bars, troph., dance, free beer to over 21, Harley leathers given away, free camping. Entry $15, save $5 if registered before July 1st. contact Road Jammers M/C, 3000 E. Sunset Dr., Bellingham, WA 98226. Ph. 206/734-4456.

July 31

D-20 MIDNIGHT MOONLIGHT MADNESS NIGHT, LIME, POKER RUN
D/FW Honda, Bedford, TX. Starts at D/FW Honda, 1839 Airport Fwy., Bedford, TX. Ends Will Rogers Complex, Ft. Worth. Good prizes inc. Honda Express, run pins to first 1000 if entered by 7/15/82. Sign in 8 p.m., 1st out 11 p.m. Entry $8.50, $9.50 post. Mail entry to CCFW, P.O. Box 7220, Ft. Worth, TX. 76111. Info 817/281-8628 (Richard), 589-2388 (Newell).

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

RESULTS

TCCRA Race #1008
Rocky Ridge
Decatur, TX
June 6, 1982
By Christine Estes

PRO
David Greenhill
Dana Wright
Mitch Milson
Bruce Hallmark
Randall Tarter
OPEN EX
Paul Paynter
Lonnie Vann
Raymond Powell
John Fiesthamel
Jon Gustafson
250 EX
Donald Greenhill
Bobby Thomason
Jerry Jones
Keith Richardson
Kenny Mulkey
200 EX
Cole Knight
Charles Goodnight
Jerry Walker
Mike Connell
Casey Baufield
125 EX
David Muckey
Matt Smith
Glen Boyett
Dean Lane
Gerald Flippin
OVER 30
Ron Lane
Ed Terrell
Harold Kendrick
Dwight Leatherwood
Sonny Truitt
OVER 30 INT
James Gibbs
David Folmar
Billy Hutson
Kenny Otto
Richard Wagnon
OPEN AM
Jim Mallewick
Mike Moore
Scott Simpson
Rick Schimmel
Brandt Lucido
250 AM
John Roan
John Hejny
Eddie Cuevas
Andy Gardner
Larry Dodson
200 AM
Ray Waits
Richard Catlett
Richard Shirley
Darrell Bailey
Steve Gillis
125 AM
Glen Hejny
Mark Mills
Brian Bulla
Matt Remington
Eric Brattie
OVER 30 AM
Cliff Alford
Claude Pierce
Eddie Gillis
Danny Goodlett
Ronald Mullen
OVER 40 AM
Chuck Matheny
Norman Delamar
W.L. Fleming
Eric Rassmussen
Ray Cleveland
MINI SR
Kyle Gallagher
Darrell Heine
D.L. Wood
Brad Rhoten
Doug Matheny
MINI JR
Darin Shirley
Terry Taylor
Michael Davis
Peanut Denny
Mike Vester
LADIES
Cindy Bivins
Patty Snell
Debbie Greenhill
Charmaine Hummel

Saddleback Saturday
MX/D-37
Orange, CA
May 22, 1982
By Debbie Matthews

125 PRO	
Rick Maki	Kaw
Brian Myerscough	Hon
A.J. Whiting	Yam
250 PRO	
Jim Tarantino	Hon
Mickey Dymond	Mai
Mike Shoemaker	Hon
OPEN PRO	
Goat Breker	Kaw
Gary Jones	Mai
Brian Fry	Hon
VET EX	
Randy Rodriguez	Mai
Al Olson	Mai
Jeff Matthews	Suz
VET INT	
Gary Dunn	Suz
Lorie Watson	Suz
John Tartaglia	Mai
VET NOV	
Gary Drake	Suz
250 NOV	
Chuck Montkepre	Yam
Brett Duncan	Hon
Mike Vrchota	Yam
125 BEG	
Scott Clatterback	Yam
Alex Paglia	Suz
Dennis Chafe	Yam
MINI EX	
Bruce Bunch	Suz
Paul Denis	Kaw
Rick Hemme	Suz
MINI INT	
Frank Brundage	
MINI NOV	
Alex Mansfield	Kaw
Sean Delvenne	Kaw
MINI BEG	
Jeff Charron	Suz
250 BEG	
Steve Nelson	Suz
Frank Escobedo	Yam
Tim Long	Kaw
OPEN BEG	
Clark Denney	Suz
WOMEN PRO	
Karen Leitinger	Suz
Jan Murray	Yam
Charleen Ho	Yam
WOMAN AM	
Kitty Mayfield	Yam
Natalie Allen	Yam
WOMEN NOV	
Patti Stuebner	Yam
125 NOV	
Richie Hovis	Yam
Steve Thetford	Suz
Greg Groom	Suz
OPEN NOV	
Jeff Clausen	Hon
Kayo Knight	Suz
Dennis Cox	Hon
250 INT	
Brent Shermack	Hon
Mitch Davis	Suz
Mark Adamson	Suz
OPEN INT	
Kelly Oliver	Mai
Bob Bowe	Yam
George Wagner	Yam
125 INT	
Rudy Dickenson	Suz
Brian Manley	Yam
Mark Urtsch	Suz

Yamaha Perpetual Gold Cup Series Motocross
Spanaway, WA
May 23, 1982
By Suanne Light

125 PRO	
Jimmy Anderson	Yam
Brett Tremblay	Suz
Gary Kuest	Yam
Dennis Ostriem	Yam
Duane Marker	Yam
250 PRO	
Jimmy Anderson	Yam
Danny Diesso	Suz
Rick Burgett	Yam
Gary Kuest	Yam
Brett Tremblay	Suz
OPEN PRO	
Rick Burgett	Yam
John Christian	Yam
Tom Moen	Yam
Warren Hickman	Yam
Roby Bass	Hon

Oregon Sidewinders TT Point Standings as of June 4, 1982
By Suanne Light

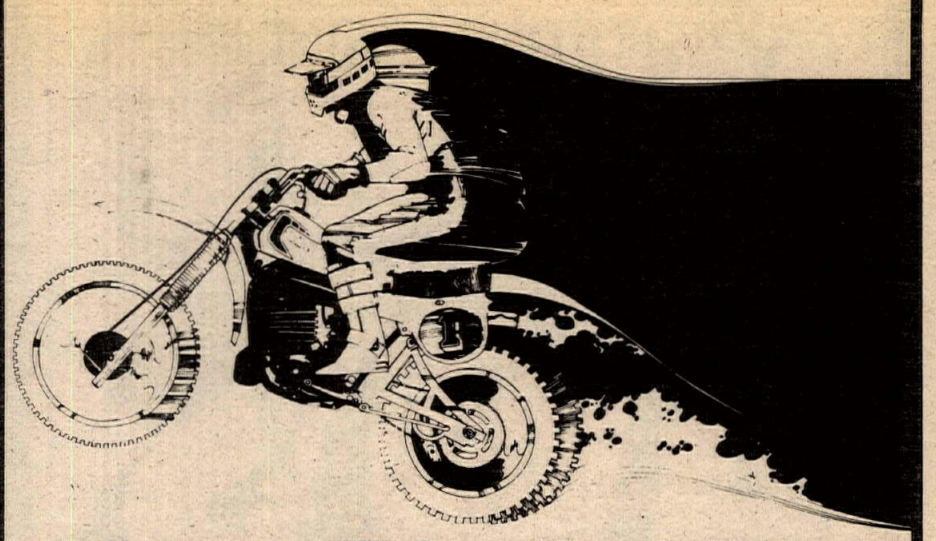
NOV	
Ryan Fisher	22
George McBee	17
Doug Chandler	15
Gary Trull	14
Scott Nelson	13
Jeff Harsha	13
Ellis Cookman	11
Mike Oglesbee	11
Danny Bennett	9
Mike Lawrence	9
JR	
Barry Pelkey	23
Randy Green	21
Emory Gray	18
Brian Yocum	9
Chris Fitzhugh	8
Ben Zakarian	7
Jeff Hardan	7
Scott Miller	6
Danny Moore	6
Duane Crumley	6
EX	
Frank Word III	25
Brad Hurst	23
Jeff Campbell	17
Mickey Fay	12
Don Dodge	8
Tony Speck	7
Darrell Hendrickson	7
Lars Trulson	7
Eric Swanson	6
Charlie Barkman	6

Kawasaki Spring Series MX
Wolfcreek MX
Dallas, TX
May 9, 1982
By Charlie Weise

MICRO MINI	
Charlie Winn	Yam
Jason Schultz	Yam
David Fletcher	Yam
MINI JR	
Roy Schellenberger	Yam
Travis Motley	Hon
Michael Franks	Kaw
MINI SR	
Keith Foytik	Suz
Jason Upshaw	Yam
Brandyn Ready	Kaw
100/125 BEG	
Jeff Lane	Hon
Tony McCullough	Hon
Mike Johnson	Yam
250/OPEN BEG	
Steve Dunham	Suz
Mark McCandless	Kaw
Reg Butler	Kaw
OVER 30 INT	
Jim Smith	Yam
Ken Tucker	Yam
Donny Penwell	Mai
OVER 30 EX	
Jack Siegrist	Yam
Stephen Tucker	Yam
Chris Dublin	Yam
125 NOV DIV 1	
Chad Calvert	Kaw
Mitch Hulsey	Hon
Terry Pringle	Suz
125 NOV DIV 2	
Bobby Cornelison	Yam
Mike Pierce	Suz
Todd Spence	Yam
250 NOV DIV 1	
Kent Spencer	Yam
Jeff Gunter	Hon
Doug Roberts	Yam
250 NOV DIV 2	
David Jones	Suz
Tom Cheavers	Kaw
Don Hart	Kaw
OPEN NOV	
Shane Beavers	Suz
Randy Hulsey	Hon
Kelley Epperson	Yam
125 INT DIV 1	
Jerry Moody	Suz
Mark Filler	Hon
Nicky Brantly	Yam
125 INT DIV 2	
Bryan Abernathy	Kaw
Skipper Beavers	Suz
Gary Bench	Yam
125 EX	
Dennis Brand	Hon
Tim Butler	Hon
Mike Foytik	Suz
250 INT DIV 1	
David Lux	Yam
Donnie Margraves	Kaw
John Phillips	Hon
250 INT DIV 2	
Skipper Beavers	Suz
Marvin Shockey	Yam
Marshall Turman	Yam
250 EX	
David Jones	Hus
Dennis Hawthorne	Hus
Nick Cordova	Hon
OPEN INT	
Greg Williams	Yam
Skipper Roberts	Mai
Larry Thompson	
OPEN EX	
Kirk Spencer	Yam
Glen Goodier	Hon
Darrell Hollingshead	Hon

TROPHY PICKUP

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.



Washougal/Yamaha National
Motocross
August 8, 1982
Washougal Motocross Park
Washougal, Washington

You'll see the best of the "125cc"/"500cc"/"Open-Class" motocross racers battle it out on a European-style grass track, complete with natural terrain uphills, and spectacular downhills.

The action begins with the practice session at 10:00 a.m., and builds to its peak when the race begins at 1:00 p.m. But, don't miss a second! The gates open at 7:00 a.m.

Catch all the excitement with a $1.00 savings per ticket under the gate price, by writing: **Northwest Motocross Enterprises, 7100 SW Hampton, Suite 132, Tigard, Oregon 97223** or call: **(503) 620-5301**, by July 27, 1982

	Regular Admission Price	Advance Purchase Price
Adults	$12.00	$10.00
Children (6 to 12 yrs.)	$6.00	$5.00
Children under 6 yrs.	FREE	FREE

Don't miss it!

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PRESENTS
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AMA SANCTIONED
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Approx. 3/4 Mile
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SATURDAY NIGHT, JUNE 26th
All riders welcome. AMA Membership is all that's needed.
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Pit Gate Opens 12 Noon
Heats Start 6 p.m.
Entries $15.00 per class
AMA Membership available at track.
Entire Track visible from Grandstand seats.
Reserved Seats $8.00 — General $6.00 — Children $4.00
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WANT ADS

Help Wanted

Experienced 2 Stroke Engine Builder Needed!
Needed for porting & blueprinting. Must have minimum of 4 to 6 years experience, flow bench knowledge helpful, excellent earning potential. South Florida. Call Mike, (813) 685-4535. (214/TFN)

Sales Reps Wanted
Aggressive M/C distributing company wants hard working sales reps. You must now be selling to M/C shops and want to add to your line. (800) 854-1060 or (714) 747-1058. (218/TFN)

Ready For A Change?
PASADENA HONDA is looking for good parts & accessory people. Must have a minimum of 2 years previous Honda experience. Top wages & full company benefits. Join us, we're going places. (213) 795-0271. Ask for Bob Gray. (219/22)

Yamaha Mechanic Wanted
Experienced Yamaha mechanic with knowledge of service writing. Call Art at FOOTHILL YAMAHA (213) 352-3277. (223/24)

Motorcycle Tire Changer Needed
For motorcycle accessory shop. Experience not required, we will train. Laid back person need not apply. Call Tom or Ronda (714) 734-2710. Victorville, area. (223/24)

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Must have a working knowledge of motorcycle sport. Object to raise sponsors & sell advertising space for big event coming up soon. Commission paid. Call Trevor, (213) 829-5056 anytime. (124/25)

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for new consumer motorcycle show program. Must have knowledge of dealer networks, sales and show logistics. Excellent opportunity for ground floor career. Send letter and resume in confidence to Mrs. Eves, P.O. Box 19531, Irvine, CA 92713. (224/25E)

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Motorcycle messenger company is looking for select individuals. Must have neat appearance and reliable machine. ROYAL MESSENGER (213) 781-3921. (224)

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for motorcycle accessory store. 1-2 years retail parts experience required. Excellent opportunity for the right person. Call Tom or Ronda (714) 734-2710 Victorville area. (223/24(

Experienced Yamaha Counterman
Call Art at FOOTHILL YAMAHA (213) 352-3277. (223/24)

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Orange County's fastest growing Honda dealership is accepting applications for commissioned mechanic with a minimum 5 years dealership experience. Excellent benefits, contact Hal, HONDA WEST, Santa Ana, CA. (714) 531-0742. (223/TFN)

Kawasaki Mechanic
Seeking qualified & mature mechanic, experienced only. NEWHALL KAWASAKI, (805) 254-2112, ask for Ed. (221/22)

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Two major franchises, Turn Key operation, business $145,000, building $465,000. Will sell separately. For information HALL AND FENN REAL ESTATE, 518 Old Santa Fe Trail, Santa Fe, NM 87501. (505) 988-7597. (123/24)

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In beautiful Arizona. Most brands available. Small or large. In many parts of the state. Call Don at (602) 265-4872 or 277-4250. (124/27E)

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13 years old exclusive BMW, Suzuki franchised store with approx. $500,000 gross sales, established customers. Sales, parts, service & accessories. Sacrifice at $80,000. David (303) 442-8420. (224/25E)

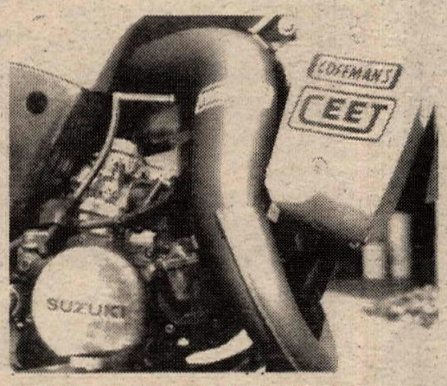
Dirt Bike Shop For Sale
Excellent location with established customers. 3 major European bikes, $300,000 plus gross last year. Other business interest necessitates sale. Bakersfield, CA (805) 324-6266. (222/24E)

XR 500R Pro Link
Professionally maintained, all stock, ridden little, $1575. Steve Hurd (213) 693-6525. (324/25)

Cal Sport Trailers
12' long & up. Ramp door, windows, vent. Great for bikes, race cars, utility. Custom orders. Now available at LASSEN CAMPERS MFG., 3678 Charlanne Dr., Redding, CA 96002. (916) 222-5593. (220/23)

New XR 500 Mugen Head
Also 38mm KYB forks with billet clamps. New non-reed heads. Call for more info on other XR500 parts. Steve Hurd (213) 693-6525. (324/25)

Factory XR 500 Pro Link
Well, maybe not. It's the closest time you'll ever buy. C&J, WP, KYB. Lots of RC & Works XR parts. 600cc Megacycle flow-rite head. Quite possibly the nicest off road bike ever built. Serious calls only. Steve Hurd (213) 693-6525. (324/25)



Coffman's 1982 RM125Z Pipe
This hi-performance stamped pipe improves mid to top-end over stock. Guaranteed quality & performance, now in stock! 5842-G McFadden, Huntington Beach, CA 92647. (714) 897-2209. (224/TFN)

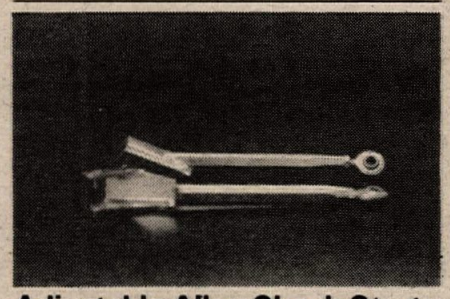
Speedway — 2-valve Jawa
Strong 2-valve with large valves, frame, forks, jig-straightened by Buchanan, wheels just trued, spares. In perfect condition. Quit racing — 1st $1000. 1-(805) 255-0519 or (213) 362-2870. (324)

1980 125 Maico Mega I
Very fast, dependable, clean machine. 11" travel, extras, $1,000 OBO. '74 250 Montesa, perfect condition, very fast, $250.00. After 6:00 p.m. (213) 324-7224. (124)

MR50 Honda
Excellent condition, 3 speed, new rear tire, new clutch cable. $250. (213) 665-1326. (124)

RD 350, 400 engine, mags, S. bars, fairing, chambers, engine mildly built. $750/bst. (213) 941-1605. (124)

1980 RM 250 Suzuki
Engine rebuilt 6 mos. ago. Good cond., very reliable, stock porting and bore. $895. Jim (714) 985-5660. (124)



Adjustable Alloy Shock Struts
These works shock struts are lighter than stock and made from heat treated, high grade air craft aluminum. They are available for RM125X, Z, RM250—465 X&Z, and are completely adjustable so you can dial in your travel to the perfect height. All models only $59.95. Contact the ROOST FACTORY, (213) 530-8401 or write to 1430 W. 259th St., Harbor City, CA 90710. Dealer inquiries invited. (224/27E)

WANTED: MUSTANG MOTORCYCLES and parts. Prefer model type-2, Pony, Bronco and Stallion. Bill Evans, (801) 782-5548. (125/26E)

4 Rail Trailer & '82 YZ 125
Professionally made trailer, 15 inch wheels, $350. Bike is in excellent condition, mild port, new pipe, reeds. Fast & dependable. (714) 823-6217. (125)

WANTED 400 HUSKY MOTOR or will sell my 1970 MH Husky. Great trail bike, no motor. $125. Days, Tom Marshall at (213) 970-4075 until 3:30 p.m. Evenings, Al, (213) 324-1972. (125)

'78 YZ250 Yamaha
Good condition, race ready, desert tank, best offer. (213) 964-8180 or (213) 964-4229. (325/26)

Yamaha 430 Road Racer
'76 RD-400 set-up for modified production. Fresh motor with big bore, slotted rods, TZ reeds, etc. Competition power and handling, street legal. $900. (209) 275-3585. (325/26)

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1980 KX250st engine in Astro frame. Clean job. R.H. shift. 3 races on bike, like new. Some extras. $1200. (406) 443-0679. (125)

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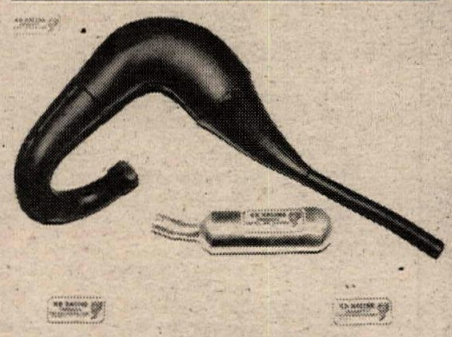
New Teraflex in rear, Works Performance shocks, new chain and sprockets, front Metzeler. Priced for quck sale, $600 OBO. (213) 326-3258. (125)

1974 Bultaco 360-Kidd Replica
Not ridden in 6+ years. Less than 10 hours since new. Very trick motor, $450 OBO. (714) 499-2532. (324)



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Attention 60-80, 125 AMA, NMA National Riders. Get the extra horsepower you will need to win. Dyno tested and race tested by Ronnie Densford and Kyle Lewis. Pipes. Gearing Air Boxes, Filters, Reed Kit for Yamaha 60, 80, 125 and Kawasaki 80. 1 year guarantee on workmanship. Send $2.00 for catalog. $1.50 for Sticker Kit. R.D. RACING PRODUCTS, 25848 Springbrook Ave. #4, Saugus, CA 91350. (805) 259-0336. (222/TFN)

'81 CR Husky Open Class
Set-up by Dick Burlson, showroom condition, Simons forks, $1195. (213) 644-2839. (124)

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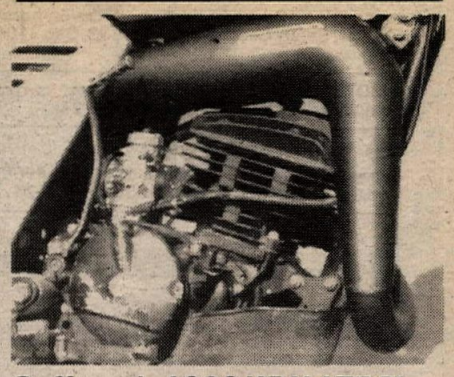
Excellent street bike, all new. Must sell, $850 OBO. (213) 598-3862. (324/25)

'82 ATC 250R
Only five hours riding time. Works Performance shock, large Cibie headlight, K&N filter, K&N handlebars, Gunner Gasser throttle, Rocket Rex aluminum silencer, motor completely stock, all stock parts, this one's better than new. $1500. (714) 823-4976 or 875-2698. (124)

1979 YAMAHA IT400. Baby forces sale, excellent condition, perfect play bike. Asking $650.00. (213) 832-6143. (124)



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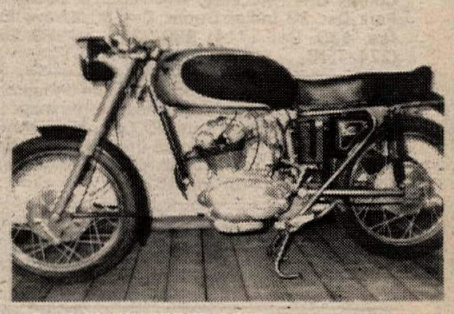
Desert tank, lots of extras. $750 OBO. (714) 761-8039 days or (714) 842-8588 after 5, John. (424)



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1972 Ford pick-up, stick shift, 6 cyl. for Smuggler trailer. (714) 247-8750. (125)

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Lawwill cams, Branch heads, Dellorto carbs, mag wheels, new crank assy. Call Ray Beck (707) 442-6166 or 442-4123. (125/26E)

Brand new Knight frame
Yamaha TT500 ½ mile frame still in box. Call Mert Lawwill, save $100. (415) 435-0782. (125E)

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Purchased 6/11/82, $1350 firm. (714) 870-5562 after 6 p.m. (125/26)

Plastic Brake Covers
Are the current craze on the Works bikes, and are now available to you from the ROOST FACTORY, in yellow, red or white. The cover keeps mud and rocks out of the lever. Available for all CR's, KX's, RM's, YZ's. Only $18.95. (And for all minis.) Contact the ROOST FACTORY, (213) 530-8401 or write to 1430 W. 259th St., Harbor City, CA 90710. Dealer inquiries invited. (224/27E)

1980 Maico 450
Excellent condition, Ohlin's, Thor swingarm, Wheelsmith pipe. (714) 937-1835 or (714) 997-4306 after 6 p.m., ask for Marc. Price $1150. (123/24)

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1979 Dodge Box Van
360, PS, PB, Cruise, Pioneer stereo, equalizer, 3 way speakers, captain chairs, full carpeted cab and sleeper, 12 ft. bed, two work benches, closets, cabinets, drawers, Hooker headers, Turbo exhaust, Edelbrock manifold, Carter carb, new radial tires, chrome wheels, new brakes, new battery, 32,000 miles. Quit racing, $7850. (714) 823-4976 or (714) 875-2698. (124)

'82 CR125R for trade for XR
Any size, '81 or '82 or sell for $1,000. Evenings, Bill (805) 498-1450. (324/25)

'81 Yam. YZ250H racing machine

Must be seen! Excellent condition, White Bros. suspension, Bassani porting, Answer bars & silencer, Safety Ceet. (213) 372-5533. Dan $1000. (124)

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Extras, never raced, excellent condition, $900.00 firm. (714) 775-8000 or (714) 839-8857. (124/25)

Russ Darnell ATV School

June 26, Chippola MX, LA. Aug. 20, Indian Dunes, Aug. 27, Saddleback Park. Sept. 25, Thurston County ORV, McLeary, WA. Dec. 28, Saddleback Park. Dec. 29, Indian Dunes. Dec. 30, Arroyo. Entry fee, $30. Call (714) 980-3212 or 980-5551. (224/TFN)

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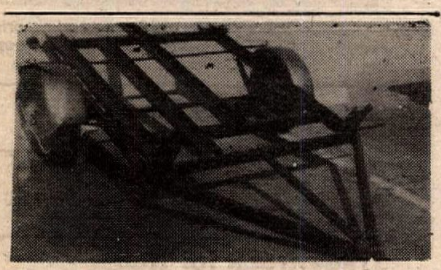
Paradighm for Japanese imitations. GUIDO VELOCE, INC., Sacramento, CA. (916) 448-1620. (119/27)



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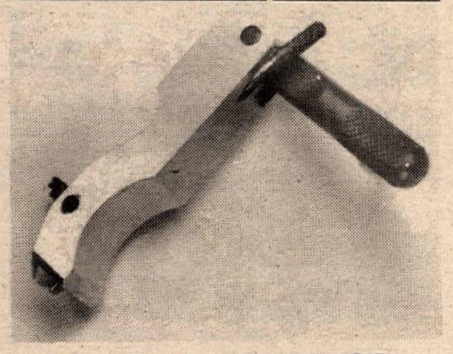
Auto, tilt wheel, power, air, stereo, 8' bed, 55M miles. Asking $4000. (213) 421-5369 or 688-5195. (514/TFN)



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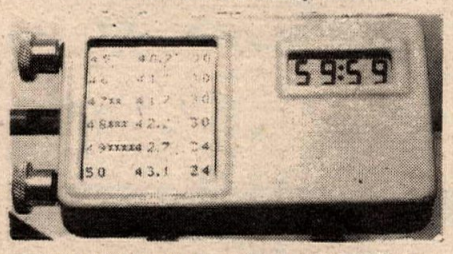
Finally, a tool for shim-type valve. Adjustment designed with the mechanic in mind. Features: Eliminate crank rotation and prying techniques. Saves 20 to 30 minutes of mechanic's time. Heat treated and tempered. Simple, rapid operation. Fits Kawsasaki, Suzuki and Yamaha. $39.95 plus $2.00 postage & handling. LINEAR PNEUMATICS, 641 W. 6960 S., Midvale, UT 84047. (801) 566-4241. (122/23E)

Enduro Timer/Comb., $99.95



TIMER ONLY, $89. Send $2.00 for 1982 Enduro catalog. Dealer inquiries invited. CLAIRMONT CYCLE SUPPLY, 4461 Clairmont Mesa Blvd., San Diego, CA 92117. (714) 272-1162. (TFN)

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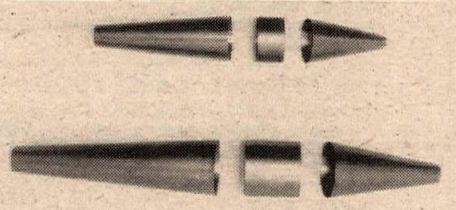
New '82 YZ 490's and 175 Tri Motos in stock. Call for your SPECIAL price. CONCORD YAMAHA (415) 798-2580. (208/TFN)



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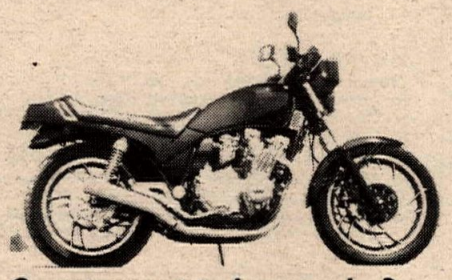

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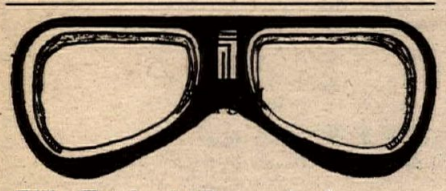
Metzelers, White Bros., very clean, $1500.00. (714) 970-2750 (123/24)

1959 TRIUMPH T-100: Very sharp, restored, cheap. $1,200. Wisconsin (715) 834-1716. (123/24E)



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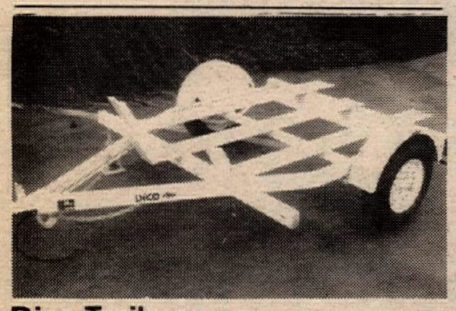
Big bore motor complete. Cases, crank, piston 4630. Carrillo rods, new barrel, 5120, 5180, White Bros. & Lawwill cams. SR crank, other parts, best offers. Neil Winston, (612) 645-8443. (323?25E)

1982 Suzuki RM125Z
Excellent condition, R&D, airbox, safety seat, $1200. (714) 942-3495. (123/24)

XR750 Harley-Davidson
Axtell heads, Patrick or Lawwill cams, Henter ignition, Grimeca brakes, Lawwill clutch, Kennedy wheels. Call Tex after 6 p.m. (313) 659-3585. (123/24E)



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Cycle Jet-Ski ATC Buggy. auto, new! Enclosed 12 to 28 foot trailer, finest quality and design. Huge trailer and off road center. Open 7 days, Anaheim. (714) 956-2950. El Cajon (714) 449-8282. (223/26)

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New engine, $400 OBO. (213) 624-4201 days, (213) 256-0364 eves. (123/24)

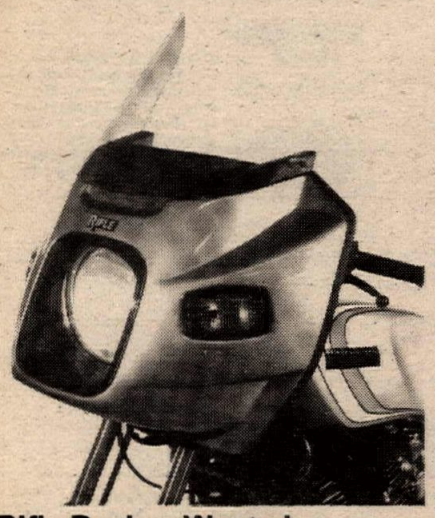
The Motocross Fork Formula
Fork tuning secrets for air/oil/spring forks. Prepared by former factory rider & tuner Doug Grant. Send $3.95 + .50 handling to DOUG GRANT, P.O. Box 733, Carpenteria, CA 93013. (323/24E)

'77 KTM 400 GS6
Good condition, too many extras to list. Asking $500. (714) 529-4089 after 5. (323/26)

XR500 R Pro Link st. lic.
Showroom condition, less than 200 miles, Mikuni, K&N, Hi-compression pistons, cam, plus much more. Absolutely immaculate! $1650. (213) 333-7664. (323/24)

1980 Kawasaki KX420
Excellent condition, original owner, $850. (213) 866-0858. (123/25)

81 CR450R Honda
Good condition, $1200 or trade for pickup. (805) 965-2160. (323/24)



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Our lightweight, wind cheating, easy mounting Rifle fairing fits all the new hard to fit bikes, like Sabre, Vision, Seca etc. $186. retail. Contact Brenda at RIFLE, 767 Francis, San Luis Obispo, CA 93401. (805) 544-0414. (223/38)

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New & used at prices too low to print. Call now while there are a few left. (312) 252-8445, ask for Scott. (123/25E)

1950 ARIEL SQUARE 4: 1000cc, chopped, original motor and trans., ridden everyday. $2,500 firm. (615) 648-4355. (123/24E)

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New condition, extra springs and valves, complete with triple clamps and axle. Fits Yamahas. $200 firm. (813) 294-4835. (123/24E)

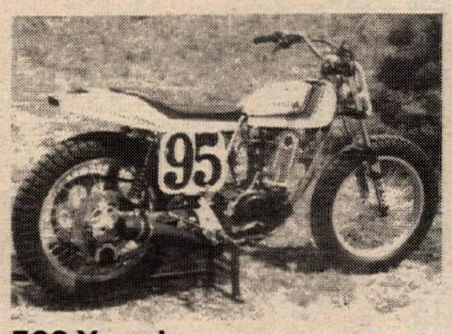
Bultaco/Laverda Collectors
Three Bultaco Metrallas, fair to excellent condition, one 1970 Laverda 750cc with many spares. Best offers. Chicago area. (312) 593-4255. (123/24E)

Nat'l 89 retires
XR 750 and all extras, completely fresh motor, proven natl. competitive. (714) 826-2288. (423/24)

82 KX250 very fast
Must sell, 3 hours old, top end. Must see, $1650. After 6:30 p.m. (714) 779-5821. (123/24)

'81 Suzuki RM 125X
Excellent condition, ports matched, extras, $850. Scott boots, red & yellow, med. shell, $65. (213) 836-8075. (323/24)

Weslake Speedway Bike
Godden center ports, completely fresh, new pumper. Race ready! Serious inquiries PLEASE! $2,000. (213) 459-4741. (123/24)



500 Yamaha
Boss frame, Lillie engine, Delorto C/R 5th, ½ mi. TT race ready, $3200 OBO, (303) 598-5673. (323/25)

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XR500 Dirt Tracker
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1970 Yamaha GP bike, vintage racer/mantle piece, excellent condition, spares, $450/offer. (408) 265-4163. (124/25)

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25 color photos! Available through DARKROOM, 5204 Kingston Pike/Homberg Place, Knoxville, TN 37919. $6.00 plus $2.00 postage & handling. (222/24E)

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See the dealer but remember this: $5950 takes it. Laverda's HOT ONE, less than 100 miles. Call today, (714) 697-0731 Mike. (122/23)

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600 miles, Terry kit, Curnutt shocks, make offer. (714) 964-7363. (123/25)

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White Bros. Monoshock, Boost Bottle, excellent condition. Call Steve for extras. $1350.00. (714) 635-9389 or (714) 774-4440. (123/24)

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Now taking deposits. BAY AREA CYCLE CENTRE, 5606 W. Manchester, L.A. 90045. (213) 649-1700. (123/TFN)

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June 21-25 Oklahoma City. June 21-25 Chippola, Greensburg, LA. July 19-23 Springfield, MO. Aug. 2-6 Fernlee, NV. Aug. 9-13 Dixon, CA. Aug. 16-20 Washougal, WA. Aug. 23-27 McLeary, WA. Aug. 30-Sept. 3 Saddleback Pk. Aug. 30-Sept. 3 Indian Dunes. Call (714) 980-3212 or 980-5551. (223/TFN)

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79 Maico 450 Divorce sale $700
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New bottom end, ported. $1025. (714) 526-3943 days, (714) 879-2343 eves. (122)

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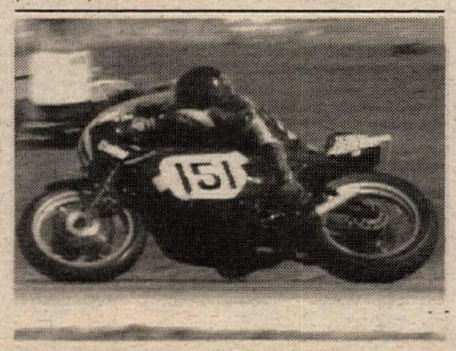

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Fresh, North, EPM, Lectron, spares, $6000 or B/O, Jeff (415) 829-1791. (122/23)

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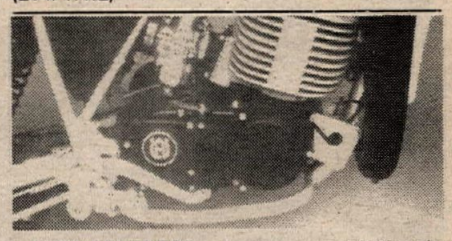
Racing tires for 125-250cc GP bikes and middleweight superbikes. 16" and 18" KR-108s in all compounds. Plus we have hard to find KR-83s and KR-91s. 500/750cc GP and superbike tires available now. Phone orders received by 12 noon shipped same day! Call Peter at D.E. MACHINA, LTD., (212) 499-4416, 441 11th St., Brooklyn, NY 11215. (214/TFNE)



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Fast and in good cond. New bore, clutch and clutch springs, White Bros. susp. front and back, Boyesen Reeds, Ceet safety seat and tank cover, $650 O.B.O. (714) 527-1774. (123/24)

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Black mag wheels, clean, new tires, chain, $950 OBO. 78 XL100 (red) Honda, $450 OBO. 78 XR75 Honda (red), $250 OBO. Ventura (805) 647-7519. (123/25)

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1982 Enduro Bike Specials
Ridden in only 2 enduros; IT175, PE175, KDX175, asking $1295.00 each. Plus one IT465 ridden once; $1595.00. Private party. (714) 244-5425. (124/26)

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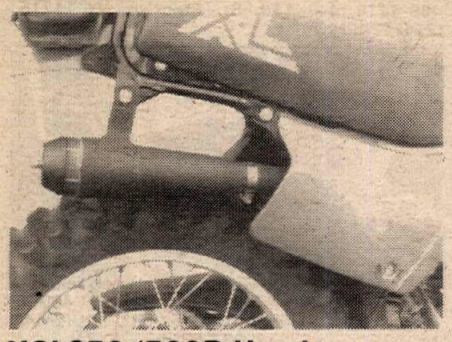
New top-end and very fast. Must sell for college, $900 or best offer. (213) 676-8535. (124)



XCL250/500R Hondas
Have a restrictive and overweight stock exhaust system. White Bros. silencer kits bolt on, cut weight, increase power and look sharp. Retail priced at $64.95. Contact the 4-stroke experts — WHITE BROS., 11750 Seaboard Cir., Stanton, CA 90680. (714) 895-1991 or see your dealer. (224E)

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Complete exhaust system and silencer kits with Super Trapps are now available from White Bros. for your XT550. Both White Bros. systems feature the 3" Super Trapp spark arrestor for unmatched performance, lightweight and tuneable exhaust note. Retail price is $64.50 for the silencer kit and $124.50 for the complete system. Contact: WHITE BROS., 11750 Seaboard Cir., Stanton, CA 90680. (714) 895-1991 or see your dealer. (224E)

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Gold wheels, gold swingarm, custom seat, street strokers, aircraft brake lines, Superbike bars, Vance Hines clutch, VHR oil pump gears, oil temp. gauge, oil pressure gauge, Cobra alarm, Q switch, cleaner than new inside and out! $4995 OBO. (714) 493-7101. (124)

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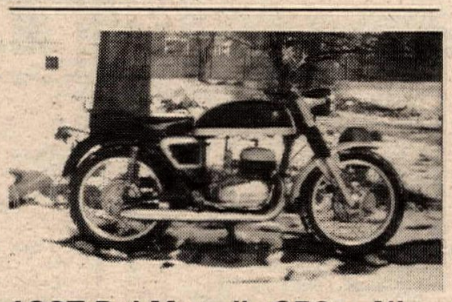

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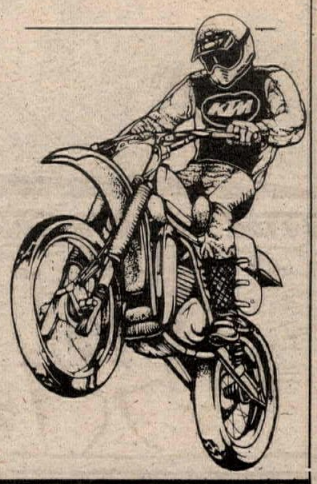

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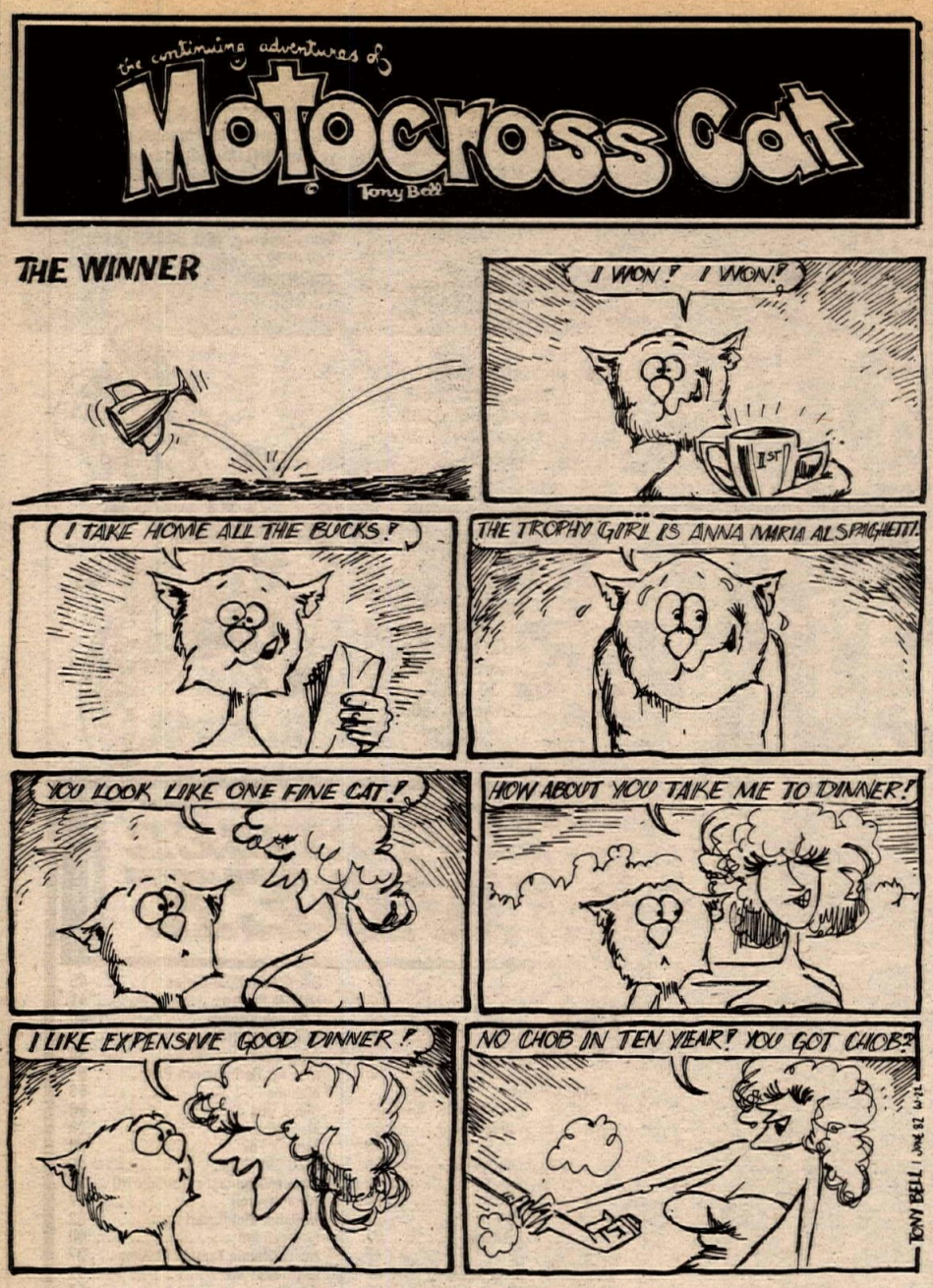

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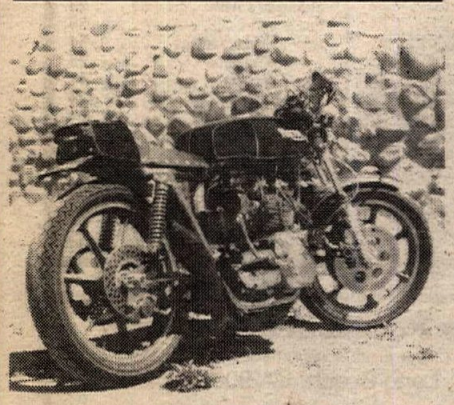

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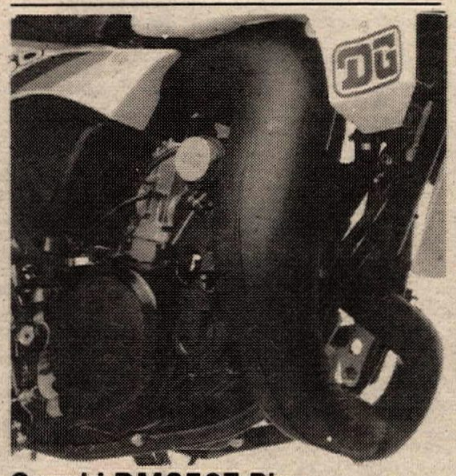

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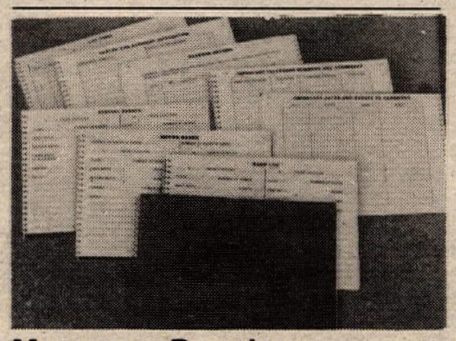

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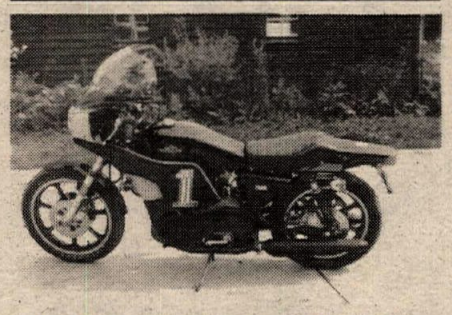

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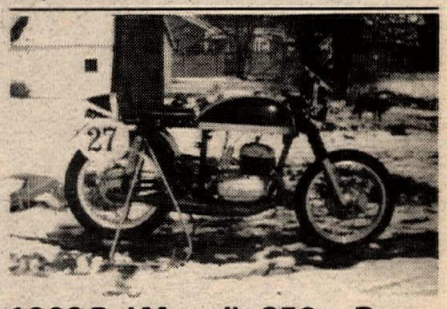

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4190 First Ave., Tucker, GA. P.O. Box 805, Tucker, GA 30084-0805.
(404) 934-7850.

Cycle News/West (USPS 141-340) is published weekly except the first and last week of the calendar year for $20 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Second class postage paid at Long Beach, CA.
POSTMASTER: Send form 3579 to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.
Subscription rates: One year, second class mail, $20; two years, second class mail, $35; three years, second class mail, $53; 25 weeks, $11. Foreign rates available on request.
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ON THE FRONT PAGE: Danny "Magoo" Chandler was no chump at the USGP, he was the champ. Complete coverage begins on p. 6. Photo by Dale Brown.

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VOICES

Thanks from Hammer

While laying in the hospital in Wisconsin I was inundated with cards and letters from friends and total strangers alike. I was really dazzled and amazed by the kind thoughts and I appreciated everybody's concern and good wishes.

Now I'm working hard on my recovery at Rancho Los Amigos Hospital, 7601 E. Imperial Hwy., Downey, CA 90242, in Ward 704. They tell me I'm going to be here for five or six months, but I'm out to prove them wrong — especially since this place charges $668 a day!

It's going to take a long time and a lot of determination but I hope to see all my old friends and new friends at the races sometime in the future.

In the meantime I'll write — well, actually dictate — to let you know how it's going. Thank you very much.

BRUCE HAMMER
Team Hammer
Downey, CA

Thanks for caring

My heart aches from the pain of my husband's death. But, the sorrow I feel has been softened by the kind prayers of so many others. I didn't know how I was going to face the days surrounding the funeral. I felt alone in my grief, but I was wrong. The cards, calls and flowers we received were so very comforting. I can't begin to try to thank people individually, but I do want everyone to know that his family and I sincerely appreciate all the wonderful things that were done in Willie's memory. However, it's especially important for us to express our gratitude to Jill Filice. During those nine days Willie remained in a coma, she gave us her car and house and rearranged her schedule to be by our side at the hospital. Just knowing so many people cared about him and they took their time to let us know makes what has happened a little easier to bear.

Many people have said they just can't believe it. It's hard for us also. But Willie loved racing; it was his life. I've been told he was very happy that day at San Jose. He was proud to be National #46 on the Winston Pro Series, and I was proud to be his wife.

Thank you and God bless everyone for caring so very much.

DONNA CRABBE
THE CRABBE FAMILY
Baltimore, MD

Sand Flea GP

I'm writing in response to the second annual Sand Flea GP which was held June 6 at Lord Ellis Summit, near Blue Lakes, CA.

The race, which was run by the Far West M.C., was run in the forest on Simpson Timber Company property and was much better, in my opinion, than the Sand of Samoa the year before. The forest, some of which was so dense that you almost needed a headlight to see the trail, was fun and required the riders to keep on their toes to negotiate some of the sections. Of course, Mother Nature played a big hand in the excellent course conditions, with rain the previous four days. The rider turnout was down, probably due to the remote location and time of the year.

The only flaws I found were with the parking (but it didn't appear that they could have done anything about that), and the placing of some of the danger arrows. Some were placed too close to the danger area and caused more than a few riders (including myself) to take soil samples until those parts of the course were memorized.

However, the Far West M.C. deserves a lot of credit for a well-organized race, quick results and good trophies. It's nice to be in events like these, and this event was also an Easter Seal benefit race.

Everyone I talked to after the race liked it and I can only hope they run their event in that area next year.

MARSHALL ROSE
San Pablo, CA

Hawaii Harley

Harley-Davidson's XR750: Built for racing and sold to racers only — true or false?

Sitting in a dealer's (Cycle City. Ltd.) showroom in Honolulu, as far from its intended environment as possible, is a new Harley-Davidson XR750 available to the general public, few of which have any idea what this motorcycle is actually designed for. Maybe this letter will be read by a racer, tuner or sponsor who is looking for an XR750. It's a shame to see it wasted here.

MAC McFARLAND
A frustrated flat track fan
Mililani, HI

Wanna swap?

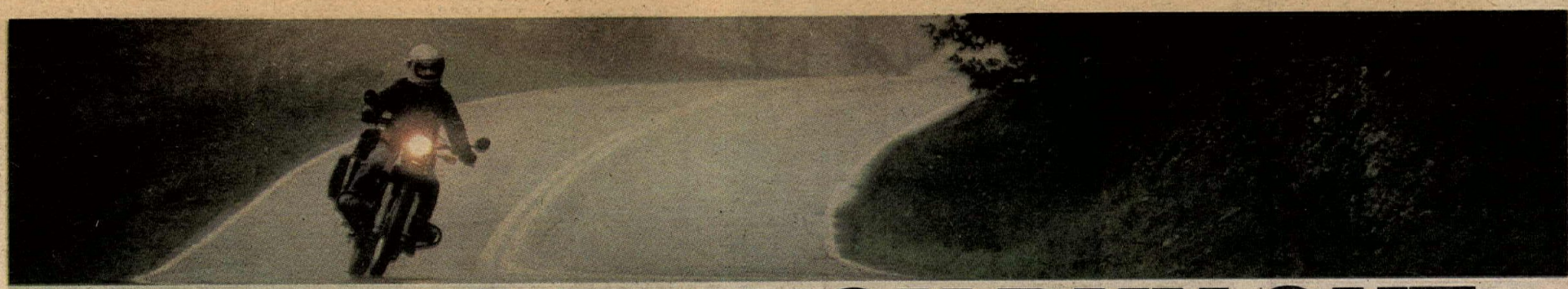
I live in a suburb of Philadelphia and will be flying to Los Angeles on Nov. 18, 1982 for a 10-14 day southern California vacation with my wife. Rather than pay Avis and be miserable all vacation in a car, I have a proposal: I'd like to have access to a 750cc or larger touring-equipped bike for 10-14 days. In return, I offer the similar use of my immaculate 1976 BMW R90/6 equipped with headlamp modulator, tote box, saddlebags and windscreen. I have owned seven different motorcycles, ridden over 100,000 safe miles, and I am a certified Motorcycle Safety Foundation instructor. I live one day's ride from Montreal, Vermont, New Hampshire, Niagara Falls, Washington D.C. and the Skyline Drive. Interested? Write me.

HOWARD CYLINDER
c/o The Franklin Research Center
Room 562, Century Building
20th & Rich St.
Philadelphia, PA 19103

Next week:

Observed trialsters tackle Donner Lake!

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.



NOW WHEN YOU RUN OUT OF INTERSTATE YOU WON'T RUN OUT OF BIKE.

There is a justified sense of precariousness that one feels when venturing onto a gravel road, or even onto a winding stretch of blacktop, aboard a heavy touring motorcycle.

A sense that the machine's own inertia is much more in control of your destiny than you are.

The rider of the BMW R80G/S* is gripped with no such anxiety.

Not because he is equipped with superior nerves for the task, but with a superior machine.

Weighing a scant 382 pounds, this 800cc bike is, according to Motorcyclist magazine, "an absolutely brilliant handling machine on curvy pavement." For its incomparable litheness permits a rider to literally flick it through turn after turn on even the most serpentine roads.

Possessed of an extraordinary single rear swing arm that provides 50% more torsional stiffness, the G/S is no less impressive on gravel. Where, according to Rider magazine, it is "ideally suited for one of the best-known gravel roads of all: the Alaska highway."

Yet, what is most important is that this revolutionary motorcycle is propelled by the same basic, evolutionary engine that has powered all BMW's since 1923. An engine design whose reliability can be measured in decades, not merely in miles.

Which means, of course, that the R80G/S will not only carry you to where no touring motorcycle has ever gone before. It will carry you back again.

Its price? $3,890.** Expensive, to be sure. But well worth it to the rider who, for once, would like the luxury of following his curiosity instead of just the interstate.

*1981 model. **Manufacturer's suggested retail price: $3,890. Actual price will depend upon dealer. Price excludes state and local taxes, and destination and handling charges. © 1982 BMW of North America, Inc. The BMW trademark and logo are registered trademarks of Bayerische Motoren Werke, A.G.

THE LEGENDARY MOTORCYCLES OF GERMANY.

BMW

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IT TAKES ONE TO TOP ONE.

Terry Vance has totally dominated Pro Stock drag racing this season, racking up win after win on his Suzuki GS-1100 Pro Stocker.

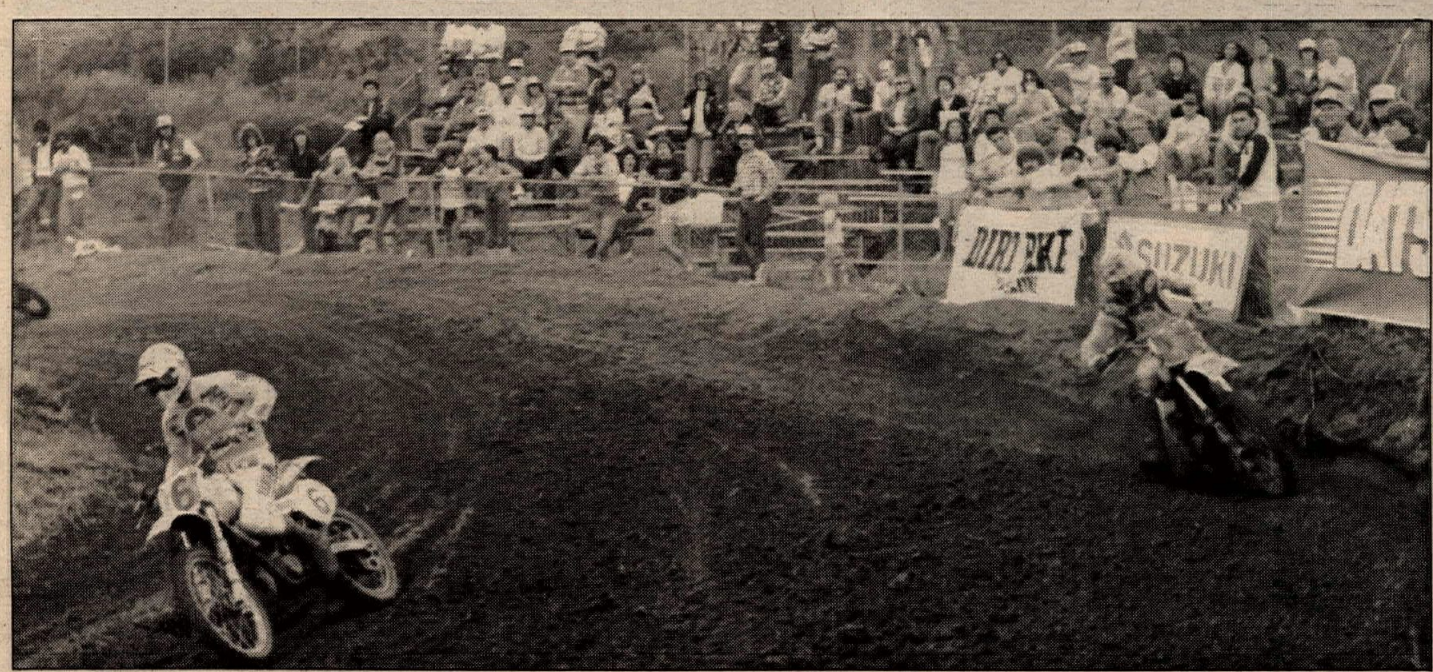
So it makes sense that the only thing that could possibly match Terry's performance would be a rider on another Suzuki. Which is exactly what happened last week when Joe Folgore did the "impossible" by winning the Pro Stock event at the Springnationals in Columbus, Ohio aboard his Suzuki Katana.

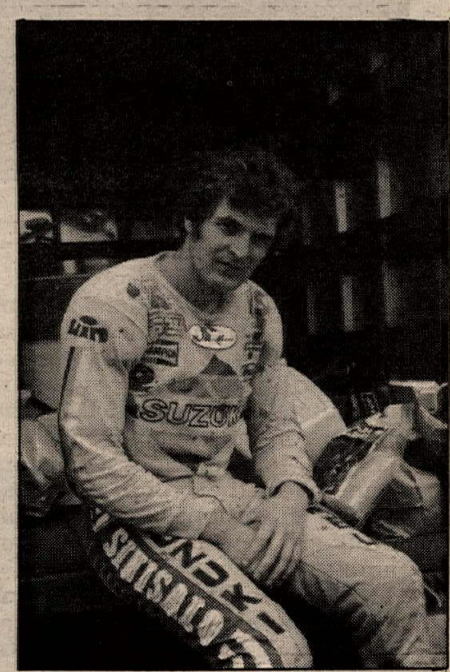
In fact, Joe set a top speed of 150.50 mph and went on to win the main event, turning in a final E.T. of 8.83.

That means Suzuki is still the undisputed leader in Pro Stock drag racing. And it also goes to show that the only thing that comes close to a Suzuki... is another Suzuki.

SUZUKI®

THE WINNING RIDE.





(Top) Darrell Shultz takes the high line in moto one leaving Goat Breker (31), Jeff Ward (42), Alan King (33) and Brad Lackey (6) fighting inside. Danny Chandler (34) is near the middle. (Above left) Broc Glover (6) hangs on by a thread over Rick Johnson in the 250s. (Above right) Belgian Andre Vromans.

500cc World Motocross Championship Series: Round 8

Chandler the champ at Carlsbad

By Mark Kariya
Photos by Tom Mueller and Kariya

CARLSBAD, CA, JUNE 20

Despite a couple of crashes late in the second moto, Danny "Magoo" Chandler held on to score a 1-5 day on his Steve Carter-tuned works Honda and emerged with his first major victory — the Datsun U.S. Grand Prix of Motocross at Carlsbad Raceway.

Suzuki teammates Brad Lackey and Andre Vromans carded 3-3 and 4-2 moto finishes, respectively, with Chandler taking the win and Lackey being awarded the runner-up laurels due to faster combined times for both motos. If scored strictly by AMA standards of points per moto, the finishing order would have been Vromans, Lackey and Chandler after a three-way tie for first.

However, if FIM points had been used to break the tie instead of time, Chandler would have been the winner with 21, and there would have been a three-way tie for second at 20 with Lackey coming out on top over Vromans and Yamaha's Mike Bell, who won the second moto after sixth in moto one.

Lackey's 20 points on the day leaped him farther away from Honda's Andre Malherbe, 146-121, whose season was cut short today due to a broken lower right leg suffered in a first moto crash while running 10th. Vromans moved to second in the standings with 124.

Unlike USGPs of the past at Carlsbad, the weather was unseasonably European — cloudy and cool all day which kept the majority of the track muddy or wet. 1980 USGP winner Marty Moates, who went scoreless after crashing heavily in the final morning practice, predicted before the race, "I think an American's going to win. I'm glad it's like this today because now the Europeans aren't going to have any excuses."

250cc Support

In the first Support moto, Yamaha's Scott Burnworth wrestled his bike through the first turn and into the lead with Suzuki's George Holland, Yamaha teammate Broc Glover and Honda's Jim Gibson close behind.

Glover quickly moved to second and closed to within a couple seconds of Burnworth, but he couldn't get

close enough to pass, and Burnworth made no gross errors during the 20-minute plus two lap moto.

Gibson ran past Holland and into third on the second tour of the track while Suzuki's Warren Reid moved into fourth to stay about eight minutes into the race. Reid felt heavy pressure on the last lap from Yamaha's Rick Johnson who fell in a large waterhole on the second lap while in seventh. He dropped two places and lots of ground but made it back and more.

Holland finished a short distance ahead of Honda's David Bailey, Team Montoya Suzuki rider Robert Reisinger, Moore & Sons Husky-mounted Phil Oveland and factory Husky rider Kris Bigelow.

Glover got the holeshot in the second moto ahead of Gibson, Reid and Bailey. The order at the end of the first lap read Glover, Gibson, Bailey, Burnworth and Johnson as Reid fell back to seventh.

Gibson hounded Glover for the entire moto, never cutting him any slack or allowing a moment's rest. Moving quickly forward, though, was Johnson who advanced to third before three laps were completed.

Johnson passed Gibson with about five minutes to go before the two-lap board went out, then he edged up to Glover's right side and ducked underneath in a horsehoe turn for the lead. From there, he sailed clear of challengers, throwing a victory fist in the air off the final dropoff before the checkers.

Glover held off Gibson for second to earn the overall win. Reid plugged himself into fourth followed by Burnworth, Bailey, Holland, Apache Honda's Timbo Richardson, Bigelow and Oveland.

500cc International

Americans filled the top five spots after the morning's timed practice. Kawasaki's Jeff Ward, a 125cc National competitor who opted to ride the 500cc USGP instead of the 250cc GP at Unadilla since there will be no 125cc USGP this year, demonstrated his versatility and speed by posting the fast time of 2:20.139. Lackey was the only other rider to officially break into the 20s with his 2:20.833.

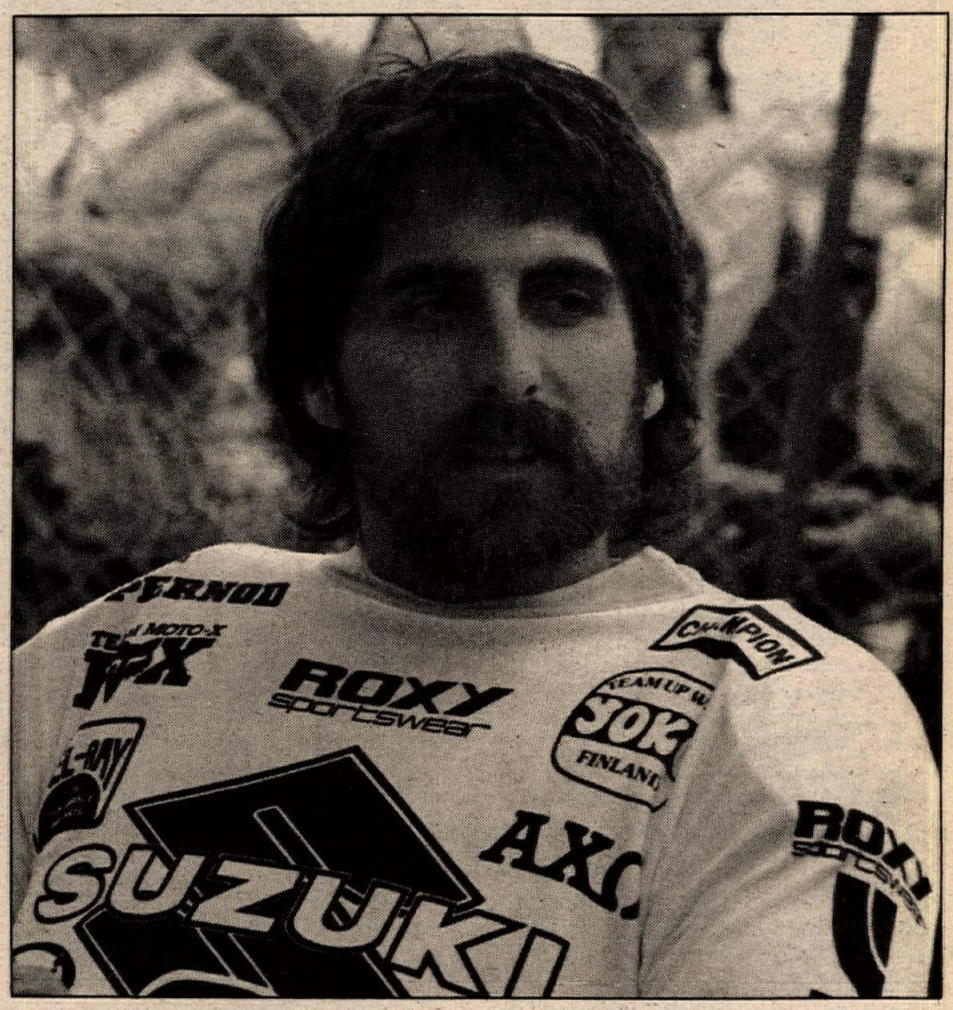
Mike Bell was the lone rider with a 2:21 while Honda's Darrell Shultz led a host of riders in the 23s with his 2:23.071. Magoo was a few fractions slower, then came Belgian Andre Vromans, factory Yamaha rider Neil Hudson from Great Britain, defending two-time World 500cc Champ Malherbe, Kawasaki's Goat Breker and defending USGP winner Chuck Sun on his works Honda.

When the gate dropped for the first moto, Shultz was away the quickest with Ward and Lackey in tow. Lackey was in second by the end of the lap ahead of Chandler while Breker had slipped past Ward for fourth. Suzuki's Alan King held sixth ahead of Vromans, KTM's Jaak van Velthoven, Malherbe and Hudson.

Magoo rode around Lackey in the "Rattlesnake Gulch" area the second time around and passed Shultz for the lead a short time later. After that, he seemed to crank it up a little more as he pulled away from the pack to lead by as much as 27 seconds at one point while the crowd cheered and waved him on.

Malherbe's day, hopes of sucessfully earning a third successive world title and season ended near the 20-minute mark when he lost it in the waterhole after the horseshoe. Several large whoops and slick mud made it a tricky section to negotiate, and the Belgian ate it with the works Honda landing on top of him, then bouncing off further down the track. Malherbe immediately clutched his right leg as trackside workers ran to aid him. Medics later applied a splint to the leg before carrying him on a stretcher and to the hospital

Ward ran into problems when he fell with about 15 minutes left to go in the race. "I picked my bike up, and they couldn't really see where I was laying down, and Shultz knocked me back down," Ward explained later.

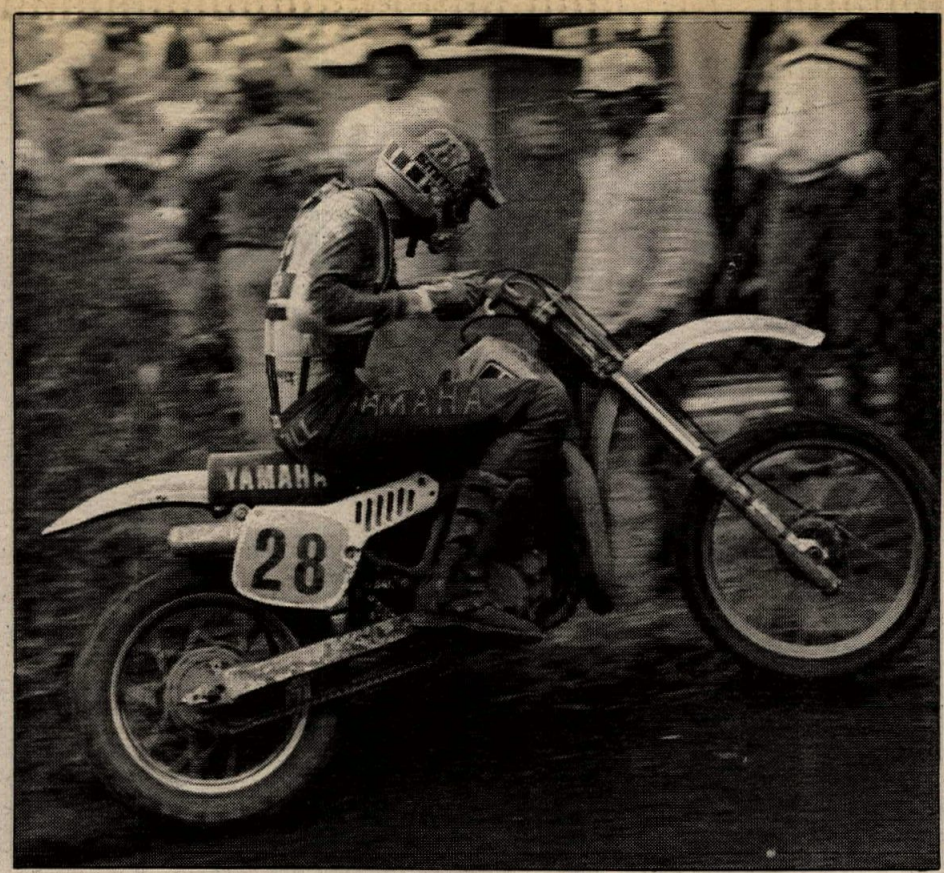


(Top) Scott Burnworth (19), George Holland (44), Jim Gibson (8) and David Bailey lead early in 250cc moto one. Johnson (22) is behind Bailey while Glover's number plate is behind Holland. (Above) 500cc runner-up Lackey.

"I got up again, and Lackey ran over my legs and knocked me down. So by the time I got up and had kicked my bike over twice, my grips were all muddy so it took me a while to get going."

Ward's downtime put him back to sixth behind Chandler, Shultz, Lackey, King and Vromans. Ward's day came to a painful end on the final lap, though. "On the last lap on the downhill, I missed my brake and went over that berm at the bottom and through the fence," he said. "I just got stabbed by a fence post and hurt my side." After being offered beer and water by spectators, Ward removed his helmet and jersey and motored slowly to take the checkered flag 17th.

Vromans went around King for fourth place while Bell got sixth.



"Magoo" (left) had The Look en route to his runaway first moto win. Mud and water made goggles useless after the first few laps. Mike Bell (top right) got on the gas in the second moto for the win and fourth overall. (Above right) Andre Malherbe lays in pain while Jaak van Velthoven rides past.

Hudson got going late in the race to take seventh ahead of fellow Briton Graham Noyce on a factory Honda, Breker and Sun.

Between motos, the pits were a flurry of activity as wheels and tires were replaced, suspension adjusted or replaced and riders attended to. Lackey sported a small welt underneath his right eye from a rock thrown from the crowd after he removed his goggles. "I was going up the uphill, and it *could* have been from another bike" he said, "but there wasn't another bike around." In addition, Lackey had to cope with a broken shock spring during the latter part of the moto.

Factory Yamaha rider Hakan Carlqvist from Sweden, who was unable to ride due to pain from a broken finger on his throttle hand incurred the week before, helped Bell set up his shock better for the second moto.

Shultz got the rocket start again in the second round followed by Honda-mounted Gary Semics and Magoo. Chandler was quick to displace Semics for second with Vromans and Bell also getting past later. Semics retired after he also fell in the same spot Malherbe did, hurting his right leg.

Chandler slowly inched up on Shultz when suddenly, Shultz waved him past in a short straightaway. "I got into a heavy shock-swapper," a disappointed "Shu" related later.

"He swapped real hard, and I thought he was going down," Chandler said. "It looked to me like he stuffed his knee, one of his bad knees or something, but he pulled over and waved me by."

Shultz could not continue at race pace and drifted backwards through the pack before packing it in for the day after mid-race. That left Chandler holding the lead, and the crowd, eager to see the freckle-faced, red-haired racer repeat Marty Moates' 1-1 triumph in '80, waved him on.

About 35 minutes into the moto, though, Bell came around in the lead ahead of Vromans, King, Lackey and Chandler. Magoo had gone down, but he was trying to reel them back in. "I was trying to catch up, and I was making mistake after mistake 'cause I was getting tired," he admitted.

Noyce, the '79 World 500cc titlist, went down hard while in 10th before the midway point in the race. "First I got a lot of water over me and my grips were loose," the Englishman explained, "and I went down the big downhill, and my hands went off the handlebar! I took it back and gave it the gas and was too fast, so I went into the corner and turned. The handlebar went underneath (his left knee), and the whole bike came on top of me with all the weight — it's not so good," he said as he limped to collect his paycheck.

Bell, who was fourth on the opening lap, a much better start than in the first race, apparently benefitted from Carlqvist's advice. He got by King for third before the halfway point then latched onto second after displacing Vromans near the 30-minute point and then inherited the lead a couple laps later. "It took me a long time to get going in the first moto," Bell said. "It cost me, but I don't have any regrets; I rode as best I could. I'm pumped; I won the moto. It's finally starting to come together."

Lackey passed King to move into contention for second with Vromans. The Belgian "sand specialist" was riding the same lines as Lackey, though, making it difficult to pass. "There was much mud, and it made it hard to pass. The lines were small," Vromans said.

Despite his front brake locking on bumps due to a loose cable, Lackey tried to charge on the final lap — a second would have given him the overall — but Vromans held. King and Chandler were fourth and fifth while Sun passed Hudson on the final lap for sixth. Breker got eighth followed by van Velthoven and Husky's Bill Grossi.

When asked what he would do at the end of the year after winning the title, Lackey replied, "I'm going to walk over to Malherbe's bike and cut the number plate off and say, 'This is going to the States, Jack!' " ●

Results

500 INTERNATIONAL: 1. Danny Chandler (Hon) 1-5; 2. Brad Lackey (Suz) 3-3; 3. Andre Vromans (Suz) 4-2; 4. Mike Bell (Yam) 6-1; 5. Alan King (Suz) 5-4; 6. Neil Hudson (Yam) 7-7; 7. Chuck Sun (Hon) 10-6; 8. Goat Breker (Kaw) 9-8; 9. Jaak van Velthoven (KTM) 11-9; 10. Bill Grossi (Hus) 12-10; 11. Phil Larson (Hon) 13-11; 12. Jaak Verwaayen (Hon) 16-13; 13. Andy Stacy (Mai) 18-14; 14. Patrick Fura (Hus) 25-12; 15. Darrell Shultz (Hon) 2-DNF; 16. Graham Noyce (Hon) 8-DNF; 17. Michael Kessler (Mai) 14-DNF; 18. Bo Edberg (Hus) 15-DNF; 19. Jeff Ward (Kaw) 17-DNF.

250 SUPPORT: 1. Broc Glover (Yam) 2-2; 2. Rick Johnson (Yam) 5-1; 3. Scott Burnworth (Yam) 1-5; 4. Jim Gibson (Hon) 3-3; 5. Warren Reid (Suz) 4-4; 6. David Bailey (Hon) 7-6; 7. George Holland (Suz) 6-7; 8. Kris Bigelow (Hus) 10-9; 9. Phillip Oveland (Hus) 9-10; 10. Robert Reisinger (Suz) 8-14; 11. Doug McRae (Yam) 12-11; 12. Scott Manning (Yam) 11-12; 13. Timbo Richardson (Hon) 19-8; 14. E. Vincent McMahon (Yam) 15-13; 15. John Saggau (Yam) 14-16; 16. Troy Manning (Yam) 16-15; 17. David Hay (Hon) 17-17; 18. Michael Monaghan (Yam) 13-DNF; 19. Richard Gracia (Suz) 18-18.

WORLD 500 MX CHAMPIONSHIP POINT STANDINGS: 1. Brad Lackey (146); 2. Andre Vromans (124); 3. Andre Malherbe (121); 4. Neil Hudson (111); 5. Graham Noyce (91); 6. Dave Thorpe (76); 7. Jean Jacques Bruno (51); 8. Hakan Carlqvist (48); 9. Gary Semics (45); 10. Jukka Sintonen (35).

IF YOU'RE GOING TO PAY BMW PRICES, SHOULDN'T IT BE FOR A BMW?

It would seem that other motorcycle manufacturers have decided to approach BMW prices, if not BMW engineering.

Indeed, if you glance at the chart, you'll see that there is now very little difference between the cost of certain competitive models and their BMW counterparts.

And so, with prices being so comparable, we'd like to invite you to compare motorcycles.

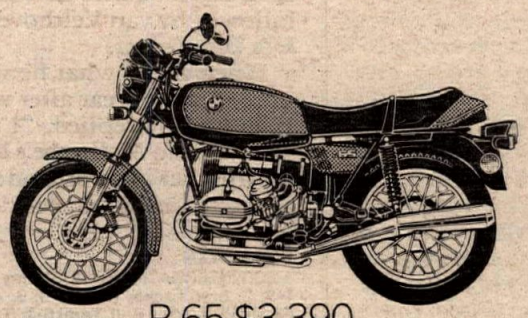
In which case you'll see, firsthand, the difference that a few hundred dollars and 59 years of German engineering can make.

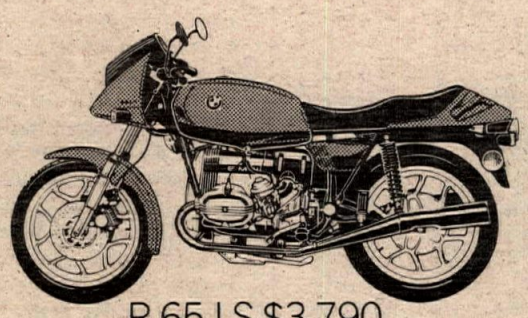
Your BMW dealer will be glad to show you the entire line of BMW motorcycles at your leisure.

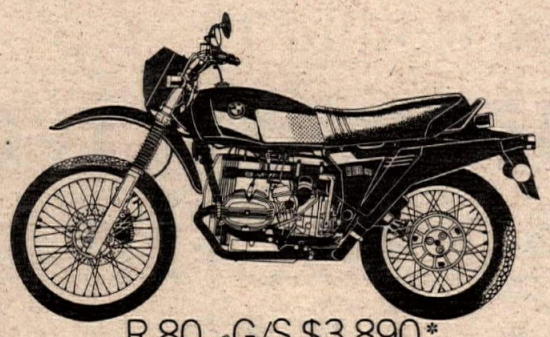
BMW R 65 $3,390.	YAMAHA 650 SECA $3,099.
BMW R 100 $4,990.	HONDA GOLD WING $4,248.
BMW R 100 RT $6,890.	HONDA ASPENCADE $6,798.

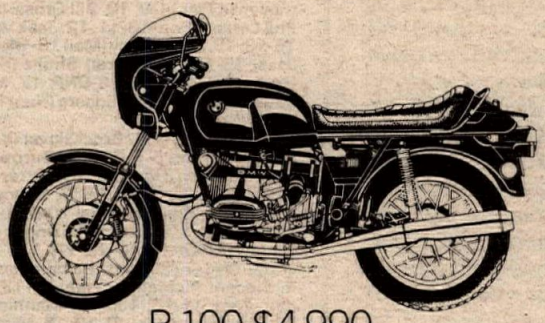
Level of standard equipment on competitive models may vary.

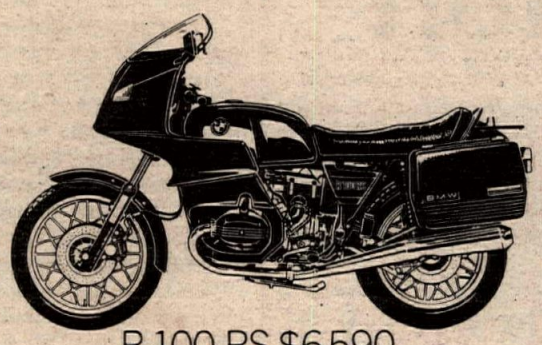
THE LEGENDARY MOTORCYCLES OF GERMANY.


R 65 $3,390.


R 65 LS $3,790.


R 80 G/S $3,890.*


R 100 $4,990.


R 100 RS $6,590.

R 100 RT $6,890.

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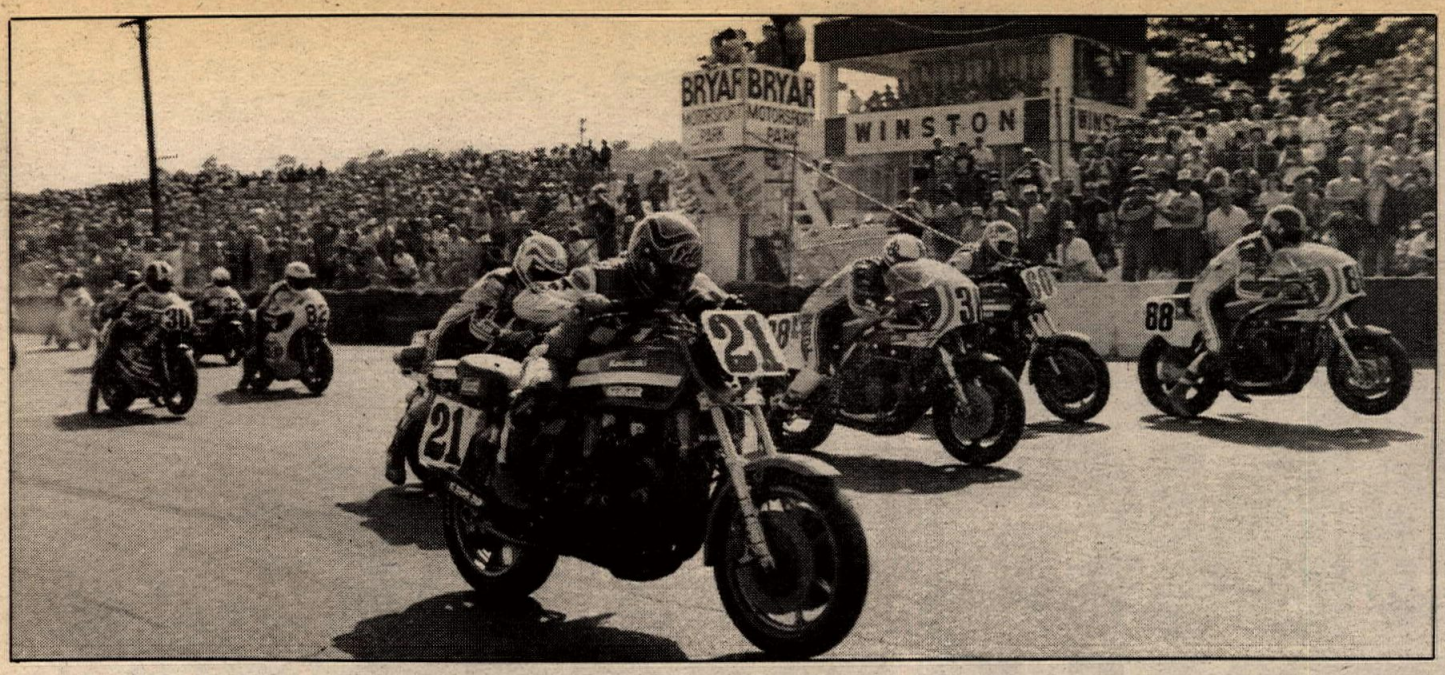
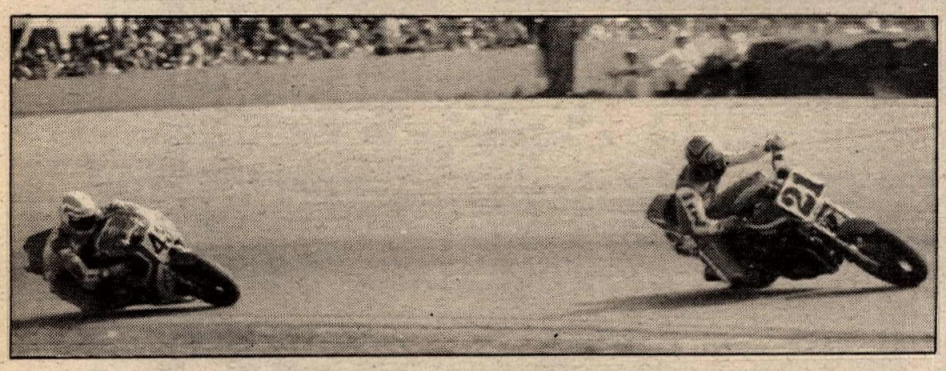


(Above) Eddie Lawson (21) gets the jump off the line. Winner Mike Baldwin, Steve Wise (38), Wayne Rainey (60) and Roberto Pietri (88) are alongside. (Below) Baldwin sprays the camera. (Bottom) Lawson and Baldwin.



AMA Grand National Championship/Winston Pro Series: Round 12

Baldwin over Lawson in classic Loudon duel

By Gary Van Voorhis
Photos by Rick Corwine and Marc Lachapelle

LOUDON, NH, JUNE 20

Mike Baldwin, aboard the Honda FWS V-4 four-stroke, gave Team Honda its first Formula One win of the season before a huge sun drenched crowd in the Accel Formula One Laconia Road Racing Classic at Bryar Motorsport Park. Baldwin led Team Kawasaki's Eddie Lawson to the checkered flag in a duel that raged the entire 47 lap, 76 mile event. Wayne Rainey, Lawson's Kawasaki/Kerker teammate. took third.

Honda's Steve Wise, the only other rider on the same lap as the top three, placed fourth with John Bettencourt in fifth aboard his Bettencourt's Honda-Suzuki sponsored Yamaha TZ750, the first non-factory and two-stroke rider.

"I never felt as relieved as when I saw the checkered flag," said Baldwin. "I *needed* the win. Honda has had a lot of confidence in me and I hope I've repaid them a bit. The race, aside from some slower riders, was basically problem free. I did have to ride a bit conservatively and exercise throttle control so that the rear tire would last the race."

"The only real problem I had," said Eddie Lawson, "was when the bike's engine sputtered a couple of times as we began the final lap. I immediately backed off because I didn't want to run out of gas after coming that far. My strategy was to push and pressure Mike into wearing out his rear tire. It didn't work, he rode a super race."

Rainey was so excited in winner's circle that he was nearly at a loss for words. "This is my best finish ever in a National. I don't think I'll forget this weekend for a long time after winning the Superbike event yesterday and now finishing third in only my second Formula One ride. My feet aren't going to touch the ground for a week. I'm pumped!"

Scott Pearson, the Team Honda rider who won the Louisville Half Mile National a few weeks back, was impressive in his debut ride. He was running up as high as eighth before dropping out with front brake problems.

The rider making the biggest jump in the Winston Pro Series point standings was Wise, who now holds a joint 10th with Steve Eklund.

In the U.S. Road Racing Championship Formula One standings, Lawson, Baldwin and Wise are 1-2-3 at 32, 31 and 30 points respectively.

Lawson held the pole for the start of the Formula One final on the serpentine 1.6 mile Bryar track by virtue of winning the fastest of two heats run Sunday morning. Lawson opted for his Kawasaki Superbike rather than the KR500 GP bike he rode at Road America to second place. Additionally, Lawson and teammate Rainey had switched from 16 to 18 inch front wheels, feeling there was a better tire compound selection in the larger rim size. "I felt a bit cramped on the KR," said Lawson. "The Superbike is easier to ride and, I hope, the right choice."

Filling out the front row were heat race winner Baldwin, Wise (on last year's Honda Formula One bike), Rainey and Honda's Roberto Pietri.

Notably absent from the grid was Road America Formula One winner Wes Cooley, who crashed in his heat race and suffered cuts, bruises and some pulled muscles in his legs.

Lawson led the two wave, 46 rider grid away and around for the first lap under constant pressure by Baldwin. Bettencourt, Rainey, Wise, Pietri, Dale Singleton, Nick Richichi, Miles Baldwin, Harry Klinzmann, Thad Wolff and the rest of the field ran behind.

Lawson and Baldwin remained no more than 10 bikelengths apart through the first five laps with Baldwin slipping by Lawson once in a slow turn and Lawson retaking the point quickly. Rainey followed a distance back with a fight for fourth brewing between Bettencourt and Wise.

Baldwin used the power of the Honda to zap Lawson for the lead on lap six and then opened up a two second lead almost immediately as the front runners were in traffic. Richichi moved up to challenge Bettencourt for fifth while Singleton was also on the move in seventh. Miles Baldwin, Mark Homchick and Pearson made up the top 10.

Richichi got past Wise for fourth on lap 10 and Miles Baldwin took over seventh from Singleton.

Pearson, who crashed in practice Friday and spent Saturday waiting for parts to come from Honda to repair his bike, was not riding a cautious race like he had said he would before the event. He was in ninth and pressuring.

At the one-third mark, lap 16, Lawson began to whittle away at Baldwin's lead while Richichi, fourth and challenging, crashed in turn two, ending the day for last year's winner.

The order then read Mike Baldwin, Lawson, Rainey, Wise, Bettencourt, Miles Baldwin, Singleton, Pearson, Frank McTaggart and Jeff Umrysz.

Baldwin continued to use traffic to slow Lawson, but Lawson appeared to have a sixth sense as to where and when to pass. The gap was closing.

Baldwin and Lawson had given the fans their money's worth to the halfway flags. At that point Baldwin was 30 yards ahead and counting the feet. Rainey, in third was about 10 seconds back, followed by Wise, Bettencourt, Miles Baldwin, McTaggart, Singleton, Umrysz and Pearson.

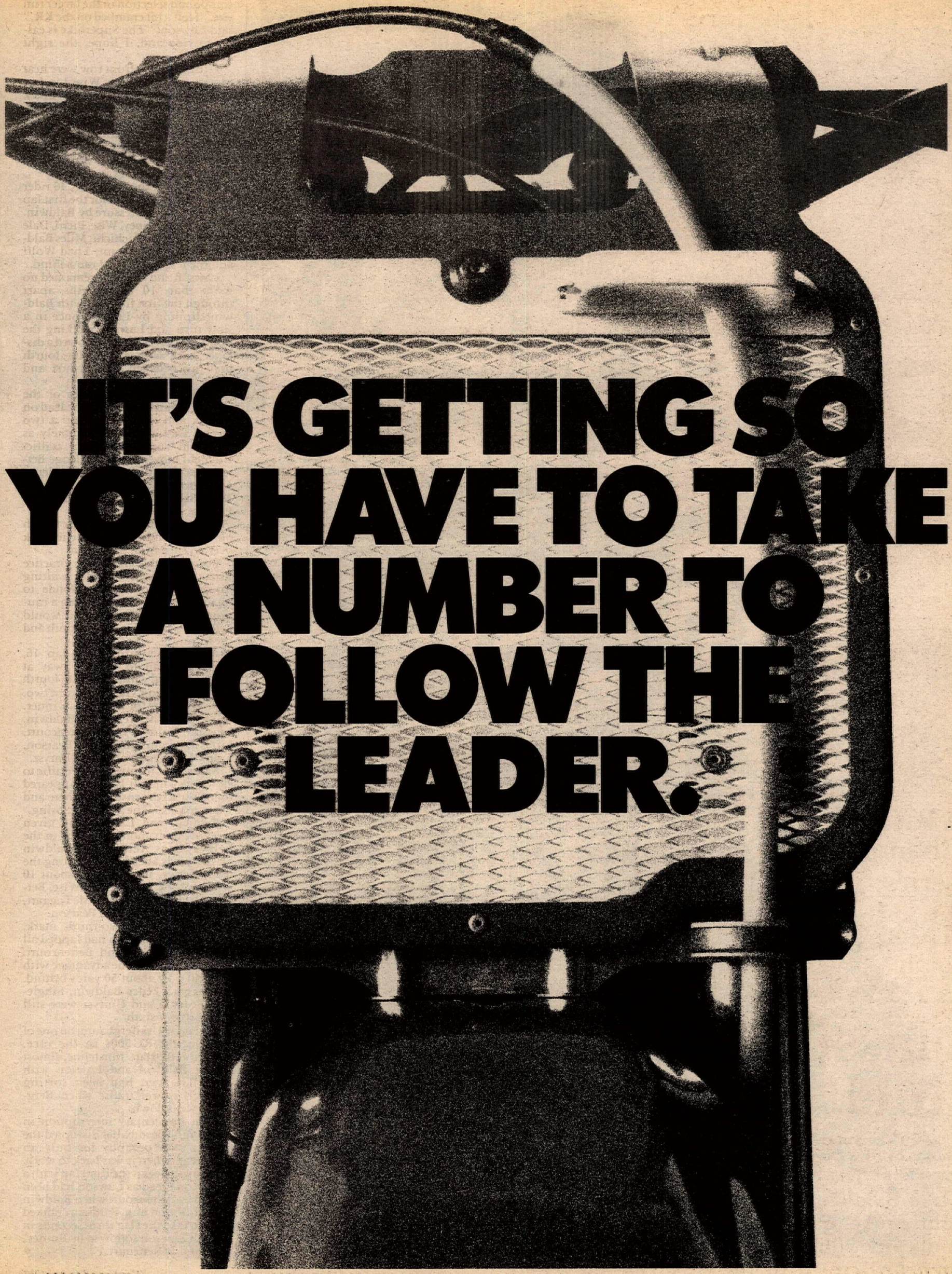
By lap 32, the two-thirds mark, Baldwin and Lawson had lapped all but Rainey, Wise and Bettencourt. Baldwin still held the advantage with Lawson now about 50 yards behind. McTaggart, Miles Baldwin, Singleton, Pearson and Umrysz were still battling over sixth.

On lap 41 Uri Bergbaum, on one of two Suzuki RG500s in the race, crashed at the start/finish line, almost taking Baldwin and Lawson with him. The two had been sorting through slower traffic when Bergbaum went down.

That momentary interruption in their high speed ballet disrupted the perfect choreography for only an instant and then it was back to work.

Baldwin began the final lap with a one second lead as Lawson had been balked by Bettencourt when Baldwin moved around him. Baldwin cranked it up to take the flag three seconds in front of Lawson followed by Rainey, Wise and Bettencourt. •

(Continued to page 20)


IT'S GETTING SO
YOU HAVE TO TAKE
A NUMBER TO
FOLLOW THE
LEADER.

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HAVING NUMBER
ND HIM ALL SEASON,
HANSEN IS NOW
D NUMBER ONE.

Even though Team Honda's Donnie Hansen has the AMA 250 National Series behind him, he still has a lot to look forward to.

A number one plate.

Donnie clinched the championship at Castle Rock, Colorado on June 13. An exciting come-from-behind finish that left us understandably proud.

Because we knew all along that Donnie had what it took to be a champion. We knew he had it in him. And we knew he had it under him.

A Brian Lunniss-prepped Honda factory RC250. With our exclusive dual-flow liquid-cooling system. Plus our exclusive Pro-Link™ rear suspension.

And since Donnie also holds a comfortable lead in the AMA Wrangler® Supercross Series, he may wind up with more than a number one plate.

He might wind up with two.

HONDA

FOLLOW THE LEADER

Darrell Shultz gets third straight 500 National win at Castlerock.

DARRELL SH
COMPETITION

FIRST
MT. MORRIS, PA

FIRST
ATLANTA, GA

ULTZ HAS THE OUTNUMBERED.

There's an interesting battle shaping up in the AMA 500 National Motocross Series.

Team Honda vs. everybody else.

And Team Honda is winning with Darrell Shultz.

He won in Pennsylvania. Then in Atlanta. And on June 13, he won again at Castle Rock, Colorado.

His aggressive riding gave him his third straight win in only four races.

Of course, Darrell's had some stiff competition. From teammate Chuck Sun, who took second overall.

Both are riding Honda Pro-Link™ RC500 works bikes. Prepped by ace wrenches Chris Haines and Eric Crippa.

All of which puts Darrell in first in the point standings and Chuck in second.

So if you're confused by all the claims motorcycle manufacturers are making about their motocross bikes, just look at the point totals.

After all, numbers don't lie.

HONDA

FOLLOW THE LEADER

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